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MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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that preparations are being made to commence work at Little Falls.—*Syracuse Courier*.

Diamond Rock Drilling.

For penetrating rock no material has yet been found so efficient in proportion to cost as the bort, or black diamond. Leschot was probably the first who struck upon the right method of utilizing this valuable material for the purpose named. But his appliances were so inadequate to meet the formidable practical difficulties experienced in the attempt to perfect machinery suitable for applying the principle he adopted, viz., the arming of iron drill-points with borts, that it took a long time for the present owners of his patent to supply the deficiencies of his crude mechanism.

The American purchasers were fortunate in selecting Mr. John North, of this city, as the engineer to supply these defects. Through his genius and their own perseverance they have, one by one, surmounted the practical difficulties at first experienced, and have brought out a class of machinery adapted to the various wants of miners, quarrymen, and surveyors which is an honor to American engineering.

The American Diamond Drill Company, now organized and having full control of the patents of Leschot in this country, have demonstrated the value of their machinery in situations calculated to test its merits to the utmost.

At the Hell Gate Tunnel, Hallett's Point, East River, is to be found some of the most obdurate rock ever encountered in a work of such magnitude. Through this intractable material the diamond drill cuts its way with a facility no less remarkable than gratifying to engineers familiar with the tedious process of hand-drilling.

It is evident this system of drilling has only begun its brilliant career, and that, having struggled up through innumerable obstacles, it will hereafter take its place in the front rank of engineering resources for piercing both hard and soft rock.

The Kansas Central Narrow-Gauge Railroad has been opened to Grasshopper Falls, a distance of thirty-six miles, and another section of twenty miles will be completed by the 1st of August.

Madison, Monticello and Griffin Railroad.

We acknowledge the pleasure of a visit from Col. Boynton, the sagacious and energetic president of the above road, now in progress of construction. Col. Boynton speaks cheerfully of the prospect of a friendly connection between the Eastern and Western parts of the State, through Middle Georgia, by means of the road which his company is now constructing. The road may now be considered an established success. Iron for forty miles of the road has been secured, deliverable during the Summer. Twenty miles of road, coming East from Griffin, and two miles, going West from Madison, have been graded. There is cash at command sufficient to grade eighteen miles more; and, unless some accident not now foreseen should prevent, there will be, before the close of the year, forty miles of road completed, ironed and in operation—twenty miles at each end of the road—leaving a gap of only twenty-three miles to be constructed. Of course, on the Griffin line, produce seeking an outlet will not look, with the present gap, for that outlet in this direction, and it would seem highly desirable to parties whose interests are most affected thereby, that the gap should be closed at as early a day as possible.—*Augusta (Ga.) Chronicle*.

Railways in Australia.

Some time since we had occasion to comment upon the great growth of enterprise in Australia, and mentioned that there was a proposal on foot to construct a line of railway side-by-side with the telegraph from Adelaide to Port Darwin. We now learn from the *South Australian Register* that the scheme is even more ambitious than we at first imagined it to be, for not only do the projectors contemplate a trunk line from north to south across New Holland, but also propose to construct branches to Melbourne, to Sydney, and to Brisbane, so as to weld each one of the colonies into one. The nominal capital is small, but it is said to include amongst its shareholders influential colonists connected with every one of the producing and commercial interests of South Australia. Its managing director is Mr. R. D. Ross, late of the Commissariat Department, who for years has exhibited a lively interest in the development of the Northern Territory. It is anticipated that the first cost of this great Trans-Continental Railway will not be less than £10,000,000; and to induce English capitalists to engage in the undertaking, a concession of 200,000,000 acres of land, laid out in thirty-five alternate blocks along the proposed course of the line, is asked for. The bulk of territory to be included in this endowment is at present worthless, but with a facile means of communication with the seaboard established, it will all to a greater or less extent become valuable for pastoral purposes.

whilst much of it will be available for the growth of tropical products. There is also a strong probability of gold and other minerals being found in quantity at various points near the route of the railway. The company solicit five years within which to place the scheme upon the London market, and fourteen years beyond that for carrying out the work. They announce themselves prepared to deposit a moderate sum as a guarantee of *bona fide*, and in the authorized statements of their intentions they point out that the scheme will not only facilitate the conveyance of mails and passengers to and from Europe, but that it will open up the interior of the continent to pastoral occupation, expedite settlement throughout Australia, and render inevitable a federation of the Southern Colonies.—*London Railway News*.

Erie Railway.

To the Stockholders of the Erie Railway Company:

Heretofore the reports of the managers of this company have embraced the operations for the previous fiscal year, ending September 30th, but a special law having been passed by the last Legislature of this State ordering a new election to be held on the second Tuesday of July, instead of the second Tuesday of October as provided by former laws, the directors in surrendering their trust can only give a resume of the history of the operations of the road for a period of nine months, extending from September 30th, 1871, to July 1st, 1872, and even for this, the last two months are partially estimated, the accounts having been settled and closed to the 1st of May only; and it may be proper to remark that whatever credit or discredit may appear from the statements, must attach not to the present managers but to their predecessors in office.

The earnings of the company from all sources, from October 1st, 1871, to May 1st, 1872, (seven months) were as follows:

From freight	\$8,142,849 00
" passengers	1,664,005 44
" storage	1,020 53
" telegraph	17,526 51
" rents	84,004 41
" mails	102,515 69
" miscellaneous sources	67,585 26

Earnings Erie Railway Co. \$10,079,506 84
Earnings from leased branches 295,092 66

Total earnings \$10,374,599 50

Operat'g expenses Erie Railway	\$7,093,971 12
Interest on mortgage debt	1,269,447 25
Rents of railroads, &c.	594,360 55
Taxes	166,808 84
Hire of cars, &c.	360,862 60

Expenses Erie Railway Co.	\$9,485,450 36
Operating leased lines	316,530 57

9,801,980 93

Surplus \$572,618 57

Comparing the results of these seven months with the corresponding seven months of the previous year we find an increase in earnings of \$1,335,197 74 or 14½ per cent., and a decrease in expenses of operating the road of \$160,593 35 or 2½ per cent. The increase in earnings is largely attributable to the coal transportation, which for a little over five months of the corresponding period of the previous year was interrupted by strikes; on the other hand, during nearly the whole period of seven months embraced in this statement, there was very little done in cattle and oil, on which there was a large decrease in the receipts over the preceding months. Although the decrease in these special freights would be less than the increase on coal during the seven months, it is still enough to show a very gratifying increase on the general business of the road.

The amount expended for construction for the seven months was \$2,189,276 40.

The account of receipts and disbursements for the same time may be stated briefly as standing thus:

Earnings from all sources	\$10,374,599 50
Operating expenses	97,410,501 69
Interest, rents, &c.	2,391,479 24
Construction	2,189,276 40
	11,991,257 33

Disbursements over receipts \$1,616,657 83

The earnings from freight and passengers for the seven months compared with corresponding period of previous year were:

1871.	1872.
Passengers	\$1,585,766 51
Freight	6,819,573 65

The number of tons of freight in each of the above periods were:

1871.	1872.
Through, East	530,341
" West	117,132
Way, East	1,248,538
" West	394,397

Total in tons 2,290,408 3,129,391

The number of miles run by freight trains, with earnings and expenses per mile run, are as follows:

1871.	1872.
Miles run	3,835,403
Tons moved	2,290,408
Earnings	\$6,819,573 65
Earnings per mile run	\$1.78
Earn'gs per ton moved	\$2.98
Expenses	\$5,404,650 53
Average cost per ton moved	\$2.36
Average cost per mile run	\$1.41

The capital stock and debt of the company on the 1st of July were as follows:

STOCK.	
Common stock	\$78,000,000
Preferred stock	8,536,910

\$86,536,910

FUNDED DEBT.

1st mort. payable in 1867	\$3,000,000
2d mort.	1879. 4,000,000
3d mort.	1883. 6,000,000
4th mort.	1880. 4,441,000
5th mort.	1888. 926,500
Buffalo Br.	1891. 182,600
Sterling Bonds £1,000,000	
1875	say 4,844,400
Consolidated mort. 1920, issued	6,446,000
Scrip dividend	199,640

30,040,140

Total stock and funded debt \$116,577,050

FLOATING DEBT.

Including loans on demand, bills payable, outstanding vouchers and payrolls, and accrued interest on funded debt \$6,463,668 20

The loans on demand and time, are covered by collateral securities owned by the company.

Bonds of other railways or undertakings guaranteed by the Erie Railway Company, all bearing seven per cent. interest:

Paterson and Newark R. R., interest on.	\$500,000
by endorsement on bonds of which this company owns \$250,000.	
Newburgh and New York R. R., int. on.	250,000
by endorsement on bonds of which this company owns \$166,000.	
Buffalo, Bradford and Pittsburg R. R., interest on.	564,000
by endorsement on bonds of which this company owns \$185,000.	
Suspension Bridge and Erie Junction R. R., interest on bonds.	1,000,000
Interest on stock by endorsement on shares.	500,000

Pavonia Horse Railroad, interest on... 100,000
which this company has ceased to pay, and may, perhaps, be released therefrom.

New York and Boston Express, int. on. 170,000
all held by this company; the express company being extinct, or about being closed up.

Boston, Hartford and Erie R. R., int. on. 5,000,000
The question as to the company's liability on the guaranty of these bonds is now before the courts. On \$1,900,000 of these bonds this company is under special agreement, in addition to the original endorsement on bonds to pay the interest.

Narragansett Steamship Co., interest on 1,000,000 by endorsement on bonds. The company has not been called upon to make any payments on account of this guaranty, nor is it likely that they will be.

Newark and Hudson R. R., (not yet completed) interest on by endorsement on bonds. No interest has yet been paid by the company, but they may be called upon to do so.

Union and Titusville R. R. Co., int. on. 500,000
The company has not as yet been called upon to make any payments on account of this guaranty.

RENTALS.

Paterson and Hudson River, Paterson and Ramapo, and Union Railroads, extending from Jersey City to Suffern, 32 miles, \$78,400.

Weehawken Branch—rental based partly upon a per centage per ton per mile, which amounts to, say \$30,000 per annum.

Paterson and Newark Railroad	\$35,000
Newburgh and New York Railroad	17,500
Montgomery and Erie Railroad	25,000
Goshen and Deckertown Railroad	21,500
Hawley Branch and Jefferson Extension	56,000
Carbondale Branch	140,000
Chemung Railroad (gold)	30,000
Buffalo, New York and Erie Railroad	232,100
Erie and Genesee Valley Railroad (gold)	8,400
Avon, Geneseo and Mount Morris	15,000
Buffalo, Bradford and Pittsburg Railroad	26,530
Suspension Bridge & Erie Junction R. R.	105,000
Rochester and Genesee Valley Railroad	32,100
Cincinnati, Hamilton and Dayton Railroad	180,000
Weehawken property	83,200
Long Dock property, interest and taxes	240,000
General offices, taxes and insurance	75,000

Nearly all the above leased roads are valuable adjuncts to the company's road, and some of them are indispensably necessary to its successful working. The 32 miles of leased roads in New Jersey form the eastern end, and the Buffalo, New York and Erie Railroad the western end of the main line from New York to Buffalo. By the Hawley and Carbondale Branches the large and profitable anthracite coal tonnage is obtained, and by the Suspension Bridge Road Niagara Falls is reached and a connection made with the Canada roads.

All of the above are broad gauge or six feet track.

The railroad of the Barclay Coal Company, with its furniture and equipment, is leased for twenty years by the Towanda Coal Company, which is operated by the Erie, this company paying for the same an annual rental of \$80,000, and a royalty of twenty-five cents per ton for the coal. This arrangement is an advantageous one for the company, securing as it does a supply of coal at cheap rates for the use of the locomotives.

The broad gauge track of the Cincinnati, Hamilton and Dayton Railroad Company was leased perpetually by this company at a yearly rental of \$180,000, but this arrangement, like many others of a similar character made by the late management, entails an unnecessary and improper loss to this company, and it can probably be terminated, the same not being valid as against this company.

The lines owned, leased and operated by this company are as follows:

	Miles.
Main Line, extending from Jersey City to Dunkirk.....	459
Included in this distance are the leased roads—Paterson and Hudson River, Paterson and Ramapo and Union Railroads—32 miles in length.	
The Weehawken Branch and Fort Lee Railroad, to the Cattle Yard on the Hudson River—Leased.....	5
The Northern Railroad of New Jersey: from Jersey City to Piermont; operated by this company at 65 per cent. of the gross earnings.....	26
The Hackensack and New York Railroad: to Hackensack.....	7½
And the Hackensack Extension.....	13½
Both operated at 65 per cent. of gross earnings.	
The Paterson and Newark Railroad: extending between these places; Leased..	14½
The Piermont Branch: owned by this company.....	18
The Newburgh and New York Railroad: from Turners to Vail's Gate; Leased.....	12½
The Newburgh Branch: Chester to Newburgh; owned by this company.....	18½
The Montgomery and Erie: from Montgomery to Goshen; Leased....	10½
The Goshen and Deckertown: Goshen to Pine Island, Leased.....	12
The Hawley Branch: Lackawaxen to Hawley, Leased.....	16
The Jefferson Railroad: Hawley to Honesdale, Leased	9
The Carbondale Branch: Carbondale to Susquehanna, Leased	36½
The Chemung Railroad: Elmira to Watkins, Leased.....	17½
The Buffalo, New York and Erie Railroad: Corning to Buffalo, Leased.....	14½
The Rochester and Genesee Valley Railroad: Rochester to Avon, Leased.....	18½
The Erie and Genesee Valley Railroad: Dansville to Mount Morris, Leased.....	14½
The Avon, Genesee and Mount Morris: Avon to Mount Morris, Leased.....	15½
The Buffalo Branch: Hornellsville to Attica, owned by this company.....	60
The Buffalo, Bradford and Pittsburg Railroad: Carrollton to Alton, Leased.....	25½
The Suspension Bridge & Erie Junction R.R.: Buffalo Junction to Niagara, Leased.....	23½
These roads, although operated in most cases without profit, are justified by the fact that they bring profitable business to the main line.	

RECAPITULATION.

	Miles.
Length of road, main line.....	459
Length of branches, owned.....	96½
Length of roads, leased.....	368½
Length of roads operated at 65 per cent. of gross receipts.....	46½
	97½
Second track on same and side tracks.....	476
All broad gauge or 6 feet track.....	1,447½
On 6½ miles, Waverly to Watkins, and from Buffalo to Suspension Bridge, a third rail, forming narrow gauge, is laid, equivalent to single track.....	32½
Train service is furnished at 75 to 90 cents per mile run on following roads:	
Warwick Valley, broad gauge.....	10
Wallkill Valley, ".....	18
Monticello and Port Jervis Branch, broad gauge.....	24
Barclay Railroad, narrow gauge.....	16
	68
Total.....	1,547½

The number of locomotives owned by this company is 489, of which number 95 are passenger, 342 freight and 52 are switching engines. Of the freight engines 20 are condemned and are being re-constructed. 17 locomotives have been added to the equipment since September 30th, 1871.

The number of cars is as follows:

First class passenger cars.....	208
Second class and emigrant cars.....	44
Baggage and express cars.....	72
Milk cars.....	26
Box freight cars.....	3,170
Box stock cars.....	565
Slat stock cars.....	88
Slat oil cars.....	821
Oil tank cars.....	442
Flat cars.....	2,116
Coal cars (8-wheel).....	1,569
Coal cars (4-wheel).....	1,570
Caboose.....	204
Derrick and tool cars.....	27
Total number of cars owned by the Co....	10,422
Cars leased of the Barclay R.R. (4-wheel coal)	388
Cars hired of the E. & A. S. C. Co. (1st class pass.).....	33
Cars hired of the Union Car Co. (box freight)	500
" " Jefferson Car Co. (4-wheel coal).....	1,500
Total.....	12,793

Since September 30th 1871, the following cars have been added to the equipment, viz:—12 first-class passenger cars, 350 box freight, 545 flat, 487 coal and 16 cabooses.

The contracts between this company and the Sleeping Coach Company provides that the latter shall furnish Sleeping and Drawing Room Coaches complete, with the furniture and fixtures properly adapted to their use, and necessary attendants, and shall receive for their use four cents for each mile run, and the additional amount paid by passenger occupying the same, over and above the rates of fare charged on the regular passenger coaches of the railway company.

The Union Car Company furnish 500 box freight cars suitable for transportation of grain in bulk at one cent per car per mile run, the railway company to keep the same in repair and guarantee a minimum monthly service of 2,500 miles per car.

The Jefferson Car Company furnishes the railway company with 1,500 four-wheel "dump" or coal cars at half a cent a car per mile for carrying coal, the railway company to keep the same in repair and guarantee a minimum monthly service of 1,400 miles per car.

Tabular statements, giving in detail the items of earnings and expenses for seven months, also details of construction, liabilities and assets of the company, and also a statement of earnings and expenses for nine months ending July 1st, are hereto appended. This last table, although estimated in part, may be regarded as substantially correct, and exhibits a gratifying result in the largely increased earnings and diminished expenses of the road.

Although something has been done in the way of reform, and measures are in progress which, if carried out, will do much more towards placing the affairs of the company on a firmer basis, yet the existence of many contracts which involve loss to the company is a subject of regret; some of these in all probability can be abrogated, and others modified so as not to be so onerous in their requirements.

But it is in the matter of additional facilities for increasing business, securing remunerative rates and economical operations, that the company must more particularly look to secure satisfactory returns on their investment.

The double tracking of portions of the road, the introduction of the third rail to secure narrow gauge connections, and steel rails in place of iron for renewals, stand prominently amongst the needed requirements. The report of the vice-pres-

ident, recently submitted to the board, gives details and estimates of the expenses of this work, a copy of which report is hereto annexed.

Respectfully submitted,
JOHN A. DIX, President.
GENERAL OFFICE, ERIE Co.,
New York, July 9, 1872.

Narrow Gauge Railways.

The Chief Engineer of the Western Maryland Railroad has made a long report on the gauge question to his Company, in which he deals largely with facts and figures. After treating of the different phases of the question at length, he summarizes his conclusions as follows:

They tell us that by constructing a 3 ft. road 100 miles long, destined to do a large coal tonnage—instead of the 4 ft. 8½ in. gauge,—the saving would be sufficient in 10½ years, if compounded at 7 per cent., to repay all but \$6,200 per mile of the entire cost of an expensively constructed railway; or, taking the most moderate view of it, that in this period of time, after making even unreasonable allowances for contingencies, one-half of the total cost of the road and its furniture will be wiped out.

That from an increase of paying weight, and by reason of the decrease of unproductive rolling stock weight, the 3 ft. road can earn against 28 4-10 grades \$308,880 more each year for its gross revenue in coal transportation alone; further, that on maximum grades of 40 ft. per mile it would have an annual surplus of net earnings amounting to \$238,680; again, that sharp curvature, so destructive to the rolling stock of standard gauges, can be traversed without injurious effect on the 3 ft. roads.

That the cost of outfit is about 12 per cent. less, and about half the weight for the same business.

That the speed which is now maintained in our regular railway traffic can be fully adhered to on the 3 ft. lines, and that the passenger coaches on these roads have equal stability, and, in certain cases, more safety, than those of the standard.

That the cost of operating is about 20 per cent. in favor of narrower lines.

That the net revenues of the wide road may reach 7 per cent., while those of the 3 ft. as surely promise 20 per cent.—which demonstrates that charges for the transportation can be reduced to the public on the 3 ft. road.

The 3 ft. branches can be built advantageously to connect with the standard roads, even where transhipment is unavoidable; that such transhipment, after the arrangements are once consummated, can be made at 6 to 10 cents per ton; and, further, that our present trunk lines should see it to be for their interest to lay down a third rail for the accommodation of the host of 3 ft. branches that would forthwith seek a union with them.

At a meeting of the Middlesex Central Railroad Company in Boston, on the 20th inst., the following gentlemen were elected directors: C. W. Bellows, Andrew Robbins, Gardner Prouty, George Keyes, Thomas Stiles, and Henry Wood.

At a subsequent meeting of the directors, C. W. Bellows of Pepperell was elected President, and George Keyes of Concord, Treasurer. The directors were authorized to contract with the Boston and Lowell Railroad for the construction of a portion of the road between Lexington and Concord; also to contract with N. C. Munson for building for a portion of the road in the same section.

The city council of Dover, N. H., has voted unanimously to subscribe for bonds of the Portsmouth and Dover Railroad to the amount of \$225,000. The Mayor is to make the subscription as soon as the City Solicitor certifies the lease to the Eastern Railroad to be correctly drawn.

Commerce of New York.

The foreign imports at New York for the month of June, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	\$14,778,135	\$9,769,316
Do. for warehousing	18,382,176	17,918,688
Free goods	2,086,100	2,926,874
Specie and bullion	1,352,006	43,724

Total entered at port... \$81,598,417 \$80,653,552
Withdrawn fr. wareh'use 8,711,237 7,584,971

The foreign imports at New York for the six months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	\$103,644,062	\$108,754,644
Do. for warehousing	77,625,103	106,288,001
Free goods	15,822,807	16,960,413
Specie and bullion	4,742,052	777,578

Total entered at port... \$201,824,024 \$232,780,636
Withdrawn fr. wareh'use 63,198,326 64,053,290

The foreign imports at New York for the fiscal year ending June 30, were:

	1871.	1872.
Entered for consumpt'n.	\$194,498,898	\$212,397,830
Do. for warehousing	131,188,036	171,011,048
Free goods	23,097,561	30,015,900
Specie and bullion	4,448,737	2,384,134

Total entered at port... \$358,173,232 \$415,808,912
Withdrawn fr. wareh'use 114,423,936 126,516,331

The following is a description of imports for the fiscal year ending June 30:

	1871.	1872.
Dry goods	\$126,123,210	\$139,903,902
Gen. merchandise	222,606,285	273,520,876
Specie and bullion	9,448,737	2,384,134

Total imports.... \$358,173,232 \$415,808,912

The revenue from customs at New York for the fiscal year ending June 30, were:

	1871.	1872.
In June	\$10,092,909 95	\$6,943,232 70
Add 5 months	63,599,197 98	66,879,477 06

Six months.... \$73,692,107 93 \$73,822,709 76
Fiscal year.... 141,421,292 68 147,900,891 51

The exports from New York to foreign ports in the month of June, were:

	1871.	1872.
Domestic produce	\$17,432,767	\$19,048,152
Foreign free goods	71,712	97,264
Do. dutiable	890,659	946,144
Specie and bullion	8,604,738	12,538,202

Total exports.... \$26,999,876 \$32,629,762
Do. exclusive of specie. 18,895,188 20,091,560

The exports from New York to foreign ports for six months from January 1, were:

	1871.	1872.
Domestic produce	\$110,265,583	\$100,442,308
Foreign free goods	583,100	679,087
Do. dutiable	4,268,264	5,837,088
Specie and bullion	41,554,622	37,114,899

Total exports.... \$156,616,569 \$143,573,382
Do. exclusive of specie. 115,061,947 106,458,483

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1871.	1872.
Domestic produce	\$213,306,021	\$215,729,972
Foreign free goods	611,328	1,279,250
Do. dutiable	8,799,617	9,053,551
Specie and bullion	82,905,497	59,425,823

Total exports.... \$305,622,363 \$285,488,596
Do. exclusive of specie. 222,716,866 226,062,773

Mr. James B. Hodgkin has been elected Treasurer of the Erie Railway Company.

Narrow Gauge Railways.

The Kansas City Times gives the appended tabular statements, showing the relative cost of broad and narrow-gauge railways:

FOR FOUR FEET EIGHT (OR TEN) INCH GAUGE—RAIL FIFTY-FIVE POUNDS TO THE YARD.

Right of way, grading, etc., average per mile	\$8,500
Bridging and masonry	3,500
87 tons, rail, at \$70 per ton	6,090
400 rail splices, \$1 each	400
5500 lbs. spikes at 5c	275
2640 cross-ties at 30c	792
Laying track	500

Total cost for one mile.... \$20,057

FOR THREE FEET GAUGE—RAIL TWENTY-FIVE POUNDS TO THE YARD.

Right of way, grading, etc., average per mile	\$4,500
Bridging and masonry	1,200
40 tons rail, at \$65 per ton	3,000
380 rail splices at 50c	165
3,520 lbs. spikes at 6c	211
3,520 cross-ties at 20c	704
Laying track	300

Total cost for one mile.... \$10,080

Balance in favor of narrow gauge.... \$9,970

Thus, then, assuming, for example, the construction of a line of road one hundred miles in length, we have:

Cost of narrow-gauge 100 miles.... \$1,608,000

Cost of broad-gauge 100 miles.... 2,005,000

Difference in favor narrow-gauge.... \$997,700

Ten per cent. interest on the \$997,700 saved in construction of narrow-gauge 99,770

The narrow-gauge will do as much business as the broad, for either would do all the business of the country through which it runs.

From tables which are too voluminous to reproduce here, it is shown that the average cost of operating broad-gauge railroads, under the most favorable circumstances, is always upwards of sixty per cent. of the gross earnings, while the narrow-gauge as far as it has been tested, has shown an average cost of operating not exceeding forty-two per cent. of the gross earnings.

Estimating the yearly earnings of each road at six thousand dollars per mile, we have:

Annual cost of operating the broad gauge line 100 miles long.... \$360,000

Annual cost of narrow-gauge, same length 252,000

Difference in favor of narrow-gauge.... \$108,000

This gives us, at the end of the year's operation of the road, the following gratifying balance in favor of the narrow-gauge:

Balance in favor of narrow-gauge in construction.... \$997,700

Interest on same at ten per cent. per annum.... 99,770

Balance in favor of narrow-gauge in cost of operating.... 108,000

Total.... \$1,205,470

There are many points, however, to be considered in favor of the broad-gauge system, but they apply solely to great trunk lines, and particularly to the passenger-carrying part of the traffic. It may be impossible to obtain the comfort, roominess and elegance in narrow-gauge passenger coaches attainable in those of the broad-gauge. Stock cars of the broad-gauge are undoubtedly superior to those of the narrow-gauge where cattle have to be carried long distances in them. As for box cars for carrying the generality of freight, there can be but little difference, except in capacity, between the cars of the respective gauges. But our argument in favor of narrow-gauges must be taken as referring to the construction and operation of feeders to trunk lines, such as the

road between Memphis and Kansas City. We believe that the superior cheapness of construction and advantages of operation which pertain to the narrow-gauge system, will far more than compensate for the inconvenience and cost of breaking bulk of freights at the points of trans-shipment from the narrow-gauge feeders to the broad gauge trunk lines.

Erie Railway,

To the President and Directors of the Erie Railway Company:

GENTLEMEN: In compliance with a resolution of the Executive Committee, passed April 24th, 1872, I procured the services of a competent and practical engineer to make the necessary surveys and estimate of the cost of "providing third rails" over the whole line of the road, completion of double track, the reduction of excessive grades where practicable, the substitution of iron bridges for wood, the completion of the necessary depots, increased machine shops, erection of grain elevators, and such narrow-gauge rolling stock as will be necessary for the economical transaction of the business of this road," and submit the following as the result:

The cost and expense of laying a "third rail," on double track and sidings between Jersey City and Buffalo will be, if of steel rails....	\$5,551,800
Cost of above, if of iron rails....	4,890,150
The cost and expense of laying "third rail," on double track and sidings between Hornellsville and Salamanca will be, if of steel rails....	1,161,000
Cost of above, if of iron rails....	1,025,700
The cost and expense of laying "third rail," on single track and sidings between Salamanca and Dunkirk will be, if of steel rails....	332,150
Cost of above, if of iron rails....	291,200
The cost of completing double track on Delaware Division, including grading and masonry, superstructure, laying and ballasting, and iron bridges, with steel rails will be....	2,297,225
Cost of above, if of iron rails....	2,201,015
The cost of completing double track on Susquehanna Division, as above, if of steel rails....	654,025
If of iron rails....	602,050
The cost of completing double track on Western Division, Hornellsville to Salamanca, steel rails....	1,837,914
Iron rails....	1,702,614
The cost of completing double track on Buffalo Division, Hornellsville to Buffalo, if of steel rails....	1,998,540
Iron rails....	1,824,300
Steel rails....	\$13,832,654
Iron rails....	\$12,540,029
Additional buildings required....	\$1,149,000
Additional equipment, engines and cars....	5,700,000
	6,849,000
Steel rails....	\$20,681,654
Iron rails....	\$19,889,029
It will be seen from the foregoing report, that to complete the double track on the Delaware Division, without the third rail, will cost, if of steel \$2,297,225, if of iron \$2,201,015.	
This I regard indispensable to any increase of the business of the road. The delays incident to throwing so large a business upon a single track renders anything like regular time impossible. The freight trains are obliged constantly to take the sidings for the fast trains to make their time. No time should be lost in completing the double track.	
To complete the double track on the Susquehanna Division, without third rail, will cost, if of steel rails, \$654,025, if of iron rails, \$602,050, making the cost to complete the double track from New York to Hornellsville, if of steel rails, \$2,961,	

250, if of iron \$2,803,065. As the cost of completing this double track to Hornellsville is so small, after the completion of the Delaware Division, I recommend this as very desirable. This done, and with two routes to Buffalo from Corning, and with the Salamanca and Buffalo business divided at Hornellsville, the road could be very well worked without double tracking the rest of the road.

Though I regard the double tracking from Hornellsville to Buffalo and from Hornellsville to Salamanca as important, I do not regard it as indispensable.

To lay third rail from Jersey City to Buffalo—on double track to Hornellsville—and track as now laid from Hornellsville, including completion of double track to Delaware and Susquehanna Divisions, will cost, if of steel, \$7,965,865, if of iron, \$7,232,865. Add to this, third rail on track as now from Hornellsville to Salamanca will make, if of steel, \$8,658,815, if of iron, \$7,852,665. Unless the Atlantic and Great Western narrow their gauge the third rail to Salamanca is not recommended.

The double track to Hornellsville, and the third rail to Buffalo, as soon as practicable, is of unquestionable importance. As it will take about one year to do this work no time should be lost in its prosecution.

The other items of cost in the report of Mr. Brown can be postponed or modified to meet the finances of the company.

The details of the estimate will be found in the annexed report of R. N. Brown, Esq., to which I beg leave to refer.

Respectfully submitted,

A. S. DIVEN, Vice-Pres't.

The Coming New Era in Railroads.

From all appearances ten years will not elapse before the Pacific Railroad will be multiform. East of the Rocky Mountains we can already count two through railroads completed and in use, the Union Pacific and the Kansas Pacific, and a third, the Northern Pacific, about half built, while a swarm of others are pushing westward vigorously, among them the Atchison and Pike's Peak, from Atchison to Colorado, the Leavenworth and Denver Narrow Gauge, the Texas, or Southern Pacific, the Atlantic and Pacific, and several more bound from the Missouri border to New Mexico. It is idle to go into details, as these projects increase in number constantly, and the prospect is quite fair for at least a score of main lines of railway westward to the Rocky Mountains.

If we look at a good railway map of the United States we shall find that the number of east and west lines this side of the Mississippi is so complicated as to be difficult to estimate. West of the great river they are increasing in the same way. Iowa has at least four, Missouri has three, and so it is all through that country. Before the proposed Canadian Pacific Railway can get half way through to British Columbia the United States will have a main line of railway from ocean to ocean, threading every defile of the Rocky Mountains.

It is already apparent that the competition for this through business is destined to become as formidable as that for the through trade and travel between the Northwest and the seaboard. If all these lines make their terminus at San Francisco that city will become one of the greatest commercial centres in the world. But it is already clear that some of the most powerful lines will not do so. The Northern Pacific certainly will not. The terminus of this line is Puget Sound, and the ocean transit from thence to Asia is less than from San Francisco.

From Puget Sound to the mouth of the Amoor river is about four thousand five hundred miles; to Hakodadi, Japan, direct, four thousand eight hundred miles, and to Shanghai, China, five thousand seven hundred and sixteen miles. From Hong Kong to San Francisco is six thousand two hundred miles. The distances to Japan are about the same by both routes. But to all the northern

parts of Asia the Puget Sound route is much the shortest. It is known to be the determination of the Northern Pacific Railway Company to create a great commercial port on Puget Sound, and to strike out boldly in a competition for the Pacific trade.

In like manner it seems to be altogether unlikely that the Southern Pacific Railway will depend upon San Francisco much, as the trade of that city will be monopolized by several more direct routes. The obvious policy of the Southern Pacific Company is to establish a terminus at San Diego, and there, in a region never troubled with ice, build up a formidable mart of commerce. In fact, the success of the pioneer line of Pacific Railway has developed the truly American talent for such vast enterprises, and our countrymen will never rest until they shall have covered the whole Western wilderness with a complete network of rails like that which now covers the region north of the Ohio river. How much capital will have to be invested in these prodigious undertakings is difficult even to conjecture; but what appears to be clear is that the field now opened before us in this matter of railway construction is equal in magnitude to that revealed to our astonished vision by the gold discoveries.

These enormous social movements create so much employment for both capital and labor as to produce corresponding speculative activity and the enhancement of prices and values. The railway movement has already absorbed so much money in America that many able thinkers have longed for a rest in order that more capital might be embarked in other forms of business. But there seems to be no possibility of arresting the progress of the movement now that it has entered upon a new field, eclipsing all its former achievements in magnitude and grandeur. The problem now before us is to construct a main through line of railway from ocean to ocean, from every leading point on the Atlantic seaboard, and touching all the important districts of the interior. Not only this but every leading city on the lakes and the Western rivers must be accommodated perfectly before the work of construction can halt.—*Philadelphia North American.*

The Cumberland News says that the Cumberland and Pennsylvania Railroad, connecting with the Bedford and Bridgeport Railroad, will soon be completed. The distance from Cumberland to Bridgeport is twelve miles, and from Bridgeport to Bedford twenty miles, making thirty-two miles from Cumberland to Bedford. The twenty is now in use. The part to be built by the Cumberland and Pennsylvania Railroad (running to the State line, some six miles from Cumberland), is nearly finished, which leaves about six miles to be completed between the State line and Bridgeport. The road will run parallel with the Pittsburgh and Connellsville Railroad; the grade will be easy, and when a good force is put to work the labor can be speedily done.

The Kent County, Md., Railroad is now completed from Chestertown to Fairlee, with the exception of the ballasting on a part of it, and regular trains will be run about the 1st of August. A large force is now employed in making the branch road from Chestertown to the wharf, and it will be completed and trains running upon it by the 25th of the present month.

The work on the Williamstown, N. J., railroad is advancing quite rapidly towards completion. It connects with the Camden and Atlantic railroad at Atco station, and also with the West Jersey railroad at Glassboro. It will be in running order during the coming fall.

TWENTY PER CENT. INVESTMENT.

THE AMERICAN BRIDGE COMPANY, OF CHICAGO, ILL.

L. B. BOOMER, of Chicago, President.

(ORGANIZED AUGUST 1, 1870.

Authorized Capital Stock, - - - \$1,000,000.

The whole amount of the authorized Capital Stock of this Company not having been issued, the balance thereof will be issued to subscribers at par, payments for same to be made in four instalments of 25 per cent. each, viz:

25 per cent. - - July 15, 1872.
25 " " August 1, 1872.
25 " " September 1, 1872.
25 " " October 1, 1872.

The Subscription Books now open at the office of the undersigned will be closed as soon as the new stock is fully subscribed.

The total amount of stock issued at this time is \$414,-700, and on this basis the Company shows a present surplus of \$136,280 97, and is now doing a flourishing business. One thousand men are constantly employed in their extensive works, and they now have on hand \$1,-250,000 of work for various Railroads in the United States, among which may be mentioned the

CHICAGO, R. I. & PACIFIC,
CHICAGO & N. WESTERN,
MICH. CENTRAL,
MISSOURI PACIFIC,
ATLANTIC & PACIFIC, &c.

and the Company is now offered work to the amount of over \$6,000,000, including some of the largest bridges ever built in this country, to accept of which and further business necessitates a larger working capital, as immense amounts of material have to be kept constantly on hand, and the Company are frequently obliged to receive in part payment for their work Railroad and other Bonds, which are perfectly good securities, but not always immediately marketable.

The career of the AMERICAN BRIDGE COMPANY, though brief, has already fully demonstrated the profitability of the enterprise. The Company has constructed, since its organization and up to the 31st of December, 1871, a total of 38,137 feet of bridges, 18 turning tables, and 16 iron roofs, and pneumatic and screw pile substructures, costing \$3,400,000, and have facilities for the construction of pneumatic piles unsurpassed by any company in the country, and a capacity for the construction of at least 150 feet of Bridges for every working day in the year.

The Iron Railroad and Highway Bridge at Leavenworth, of three spans of 340 feet each, and the Union Pacific Bridge across the Missouri River, of eleven spans of 250 feet each, were constructed by this Company.

The net profit arising from this business, as shown by the books of the Company, up to the 31st March, 1872, was the sum of \$373,482 14, or at the rate of \$224,089 28 per annum, being over 50 per cent. upon the capital stock then outstanding. With the proposed new structures, machinery, &c., the Company will have much greater capacity, and the proceeds of the increased issue of stock will enable them to buy material for cash, thereby making a saving of from \$50,000 to \$75,000 per year.

The Company can undoubtedly, on above basis, make dividends of from 20 to 25 per cent. per annum on the full amount of capital, \$1,000,000, with a fair prospect of a considerable increase.

The undersigned are prepared to give to those inquiring the fullest details and entire satisfaction regarding the reliability of the Company's statements, and the unquestioned integrity and ability of its officers.

We confidently commend to capitalists the above as an investment worthy their attention.

**MARVIN BROS.
BANKERS,**

No. 49 Exchange Place, N. Y.

SOLE FINANCIAL AGENTS IN THE EAST.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,451	106,855	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,360,767
1869.....	212,604	218,982	301,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,768	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,905,116
1871.....	536,499	486,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	634,480	545,487	863,050	951,200	1,221,625	1,222,140	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,861	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,424	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	408,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	316,099	388,727	328,390	345,833	402,854	351,045	493,223	506,623	468,212	397,515	340,551	4,681,663
1870.....	281,109	316,037	342,897	348,039	408,686	405,659	418,709	506,681	497,519	475,608	441,197	404,284	4,849,405
1871.....	353,235	342,369	384,999	358,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,275,910
1872.....	372,316	329,170	378,021	381,944	440,457	435,192	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	273,876	317,839	390,355	421,363	466,830	505,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1864.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1865.....	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	574,664	765,388	774,280	896,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,682,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869.....	592,093	830,287	1,142,166	1,112,190	1,208,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	778,491	12,203,403
1871.....	655,428	602,482	774,944	787,641	1,094,101	952,899	851,846	1,009,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	298,206	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,048	206,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
Illinois Central:	327,638	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,301	657,141	603,402	6,329,447
1865.....	571,536	529,972	616,665	616,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,263	571,348	661,971	588,219	504,066	6,646,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	16,760,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,550	685,401	681,041	7,817,629
1869.....	659,261	524,668	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,883	661,789	601,326	555,087	658,530	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	839,287	753,184	755,436	688,131	8,401,142
1872.....	642,466	527,068	572,175	547,988	630,373	641,410	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	75,978	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,388	1,278,713
1868.....	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869.....	98,617	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	85,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871.....	130,883	126,224	140,740	115,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,558	158,717	154,687	.....	.....	.....	.....	.....	.....	.....
Michigan Central:	262,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	299,137	344,228	337,241	401,456	365,663	329,108	413,501	476,661	490,694	447,570	328,870	4,520,550
1866.....	282,439	265,704	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,095	288,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,033
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	496,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	408,283	363,187	363,891	378,880	479,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,590	626,660	582,802	533,506	.....	.....
1872.....	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	319,763	240,756	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1867.....	369,228	321,203	333,508	436,412	565,718	455,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	5,171,640
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,647	724,732	1,040,102	801,195	496,563	7,230,069
1870.....	396,171	382,823	377,571	443,133	720,700	756,737	636,434	661,020	808,318	908,313	731,014	529,758	7,420,421
1871.....	366,769	327,431	377,571	483,884	662,567	658,018	481,113	606,557	818,345	841,150	644,625	473,295	6,668,056
1872.....	460,985	387,525	426,192	474,188	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	229,139	313,914	271,527	290,916	304,463	349,255	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,238	274,424	283,130	326,123	325,925	247,262	305,454	278,701	310,762	302,426	3,350,583
1867.....	242,783	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,387	336,066	272,053	3,459,319
1868.....	211,973	231,351	265,905	252,149	204,620	217,082							

American Bridge Company.

Bridges are an indispensable element of inter-communication. Their complete history would as significantly as anything else, mark the progress of the world in its industrial or other development. They are not in all respects, as essential as common roads, but they are only of secondary importance. When the first bridge was constructed it would be impossible to know; yet while we do know for a certainty, that they were sparingly used in the early history of the world, it is by no means certain that they were not, in a rude form, at least, known to the earliest ages. The Ninevean, Babylonian and Egyptian empires are now thought to be the earliest in time, certainly they are the earliest that we have any permanent records of. As early certainly as this, roads and bridges, such as would answer the limited purposes for which they would be required, must have been established.

A thorough investigation of this subject would be curious as well as interesting, but we have no space for so agreeable an adventure now. It is manifest, however, that as soon as the world became at all densely populated in any part of it, migration and dispersion would become a necessity; and as in these migrations, voluntary or forced, and sometimes they were of the latter character, deep and rapid streams would require to be passed, some temporary structure was a necessity. As nations became permanent and population numerous, these temporary structures would be changed to permanent ones. This is the history of all new countries. The ancient world was not wanting in massive structures of this kind, but they were not common. It is in later ages that we must look for their considerable outgrowth. The world is much indebted to military enterprise for a considerable development of the system. Their importance and that of efficient military roads was appreciated in the early periods of the Greek and Roman Empires, and at that time considerable attention was bestowed upon them. The military enterprises of all ages since, until within the last two or three hundred years, have been the inspiration to the construction of roads and bridges.

The introduction of commerce, which in anything like its present phrases or characteristics is the work of the last two hundred years. The gradual extension of trade and commerce laid the foundation for conveniences of this character, and since they have multiplied apace in all civilized countries. The introduction of the modern railway inaugurated a new era in the system. Railroads cannot ford streams, nor run around them. They must go across them. Bridges are, therefore, a special necessity for them. As, therefore, railroads have multiplied, bridges have multiplied likewise, and so far as large portions of the United States are concerned, the country has become a complete net-work of roads and bridges.

So vast has the business become, so necessary is it that the work should be done rapidly and well, it is not at all surprising that the construction of bridges has become a special branch of business. The ingenuity of inventors and others has been taxed to the utmost to invent new methods and improvements, and so complete and thorough have been these investigations and developments, that there is now probably little left to be dis-

covered. The general principles are deemed well settled, and details are elaborated to a degree rendering further expectations in that direction apparently groundless. Until quite recently, the building of bridges has been accomplished generally by individual or municipal effort—but the time has fully come when not only has their construction been reduced to an exact science, they are and must continue to be constructed with certainty and rapidity. The business has become too large for individual efforts alone, and corporate enterprises must supply their rapid multiplication.

Not many companies of this character are yet in existence, yet there are some. Conspicuously among them is the AMERICAN BRIDGE COMPANY of Chicago. The business of this company has developed into magnificent proportions, and the establishment is unique and comprehensive, surpassing anything else of like character, we imagine, in the world. The company is formed under the General Manufacturing Laws of Illinois, with Mr. L. B. Boomer as president, and the usual number of other officers. The company springs out of the enterprise and business of Mr. Boomer, who, with Mr. A. B. Stone, commenced the special business of bridge building at Chicago in 1850. In 1857, Mr. Stone retired, Mr. Broomer continuing very successful till 1870, when the vast increase of business, and the necessity for greatly enlarged facilities led to the formation of the present company.

The capital of the company was fixed at \$500,000, and remained such till the 25th of May of the present year, when in consequence of the pressure of the demand upon them they resolved to increase their capital stock to \$1,000,000, which is now being done. The company is in very able hands, has proved a most extraordinary success in a business point of view, and it is reasonable to suppose that the required amount of capital will be readily obtained.

The company have published a very interesting pamphlet, giving a full and detailed history of the enterprise and its extraordinary success. It invites and will amply repay examination. Messrs MARVIN BROS., the well-known bankers, of Exchange Place, are the financial agents in this market, of the company, and will furnish the pamphlet and other needed information to all parties interested.

Our Chicago friends came to our market for an increase of their stock for special as well as general reasons. The fire has crippled their resources, and they need and will receive the help the wealthy east can afford them. We have not space to go into details about their business, and for the reason already suggested it is unnecessary. It is enough to say that the buildings and their grounds cover and occupy thirty acres in the suburbs of Chicago, admirably located in the southwestern part of the city, in connection with the great railway lines.

Their buildings, machinery and conveniences are as complete as they well could be, but more are demanded by the increase of business. Fortunately for them and the whole West, they were entirely beyond the reach of the late fire and are therefore unaffected by it.

The entire cash investments of the company up to this time reaches the large aggregate of \$724,-

406 42 mostly in buildings, machinery and materials. Thus far the company have constructed 38,137 feet of bridges, eighteen turning tables and sixteen iron roofs and pneumatic and screw-pile structures costing \$3,400,000. The profits of the company are large, and will not fail to secure attention.

We repeat this is an enterprise of vast importance. It is permanent in character; new bridges are constantly wanted, and old ones need to be repaired or renewed. The business is one that does not well admit of private competition. The field occupied by this company is the best on this continent. The gentlemen in charge are thoroughly experienced and capable. They are endorsed by the best railway talent in this country. The stock cannot therefore fail to be both safe and remunerative.

Messrs. MARVIN BROS., No. 49 Exchange Place, are the New York agents. Their names alone are an ample guarantee of good faith. Call and see them, get the pamphlet of the company and be convinced as we are.

Kansas City and Fort Smith R. R.

We learn that arrangements were made with Mr. Condict, as representative of certain moneyed parties at New York, whereby the building of the above road at an early day has been definitely secured. We hope this may be true. An election was held at the same time for officers, with the following result: President, J. N. Sarber; secretary, John Carnall; treasurer, C. B. Neal. We also learn that as soon as arrangements can be entered into with other roads, as to connections north, south and west, our western counties will be asked for aid, to be given only when the road is an accomplished fact.—*Fort Smith New Era*.

New York Housatonic and Northern R. R.

GEORGE W. MEAD, Esq., president of the New York, Housatonic and Northern Railroad Company from its organization, has found himself constrained by the demands of his private business and the desire for relaxation from so great an amount of labor, to press the acceptance of his resignation upon the board of this company. He is succeeded by LEWIS D. RUCKER, Esq., who is well known to the community as the late experienced and efficient superintendent of the Erie Railway.

The Commissioner's Court, of St. Mary's Co., Md., have pledged that county to subscribe the whole State donation of \$163,000 to the stock of the Washington City and Point Lookout Railroad, in preference to the old Southern Maryland Railroad. In a card to the public, Col. Suit states that his company is now determined to build the road direct from Washington city to Point Lookout, and cautions it against any adverse reports.

The Branch to Chester river of the Kent County railroad is being pushed forward with energy, and will be completed some time next week. The track for about one-fourth of the distance is already laid, and but little grading on the unfinished portion remains to be done.

The track of the Sugar River road is now laid beyond the east line of Claremont, and the last bridge is nearly completed.

The Metropolitan Branch of the Baltimore and Ohio Railroad has been completed to Rockville, in Montgomery Co., Md.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*....100	\$3,067,800	J. & J.	July '72 3 ⁴	Little Miami*....50	\$5,871,450	J.A. J.O.	July '72 2	Warren (N. J.)....100	\$1,800,000	J. & D.	Dec '71 3 ⁴
Allegheny Valley....50	2,26,6350	— & —	—	Little Schuylkill*....50	2,648,100	J. & J.	July '72 3 ⁴	Warwick Valley....100	225,000	A. & O.	Apr '72 2 ⁵
Atlanta and West Point....100	1,232,200	J. & J.	July '71 4	Long Island....50	3,000,000	M. & S.	Sept '71 3	West Jersey....100	1,203,000	F. & A.	Feb '72 4
Atlantic and Gulf....100	3,691,200	— & —	—	Louisv., Cin., and Lex....50	1,623,483	J. & J.	July '69 3	Winchester & Potomac*....100	180,000	J. & J.	July '72 3
" " pref.100	821,664	J. & J.	July '71 3 ⁴	" " pref.100	848,700	J. & J.	Jan. '72 4 ⁵	Winchester & Strasburg*....100	500,000	J. & J.	July '72 3 ⁴
Atlantic and St. Law*....100	2,494,900	M. & S.	Sept '71 2	Louisville & Nashville....100	8,650,912	F. & A.	Feb. '72 4	Worcester and Nashua*....75	1,400,555	J. & J.	July '72 3 ⁵
" " new 1870.100	1,500,000	— & —	—	Louisv., N. Alb., & Chi....100	3,000,000	J. & D.	Dec '70 3				
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Apr '72 14	Lowell and Lawrence....100	200,000	A. & O.	Apr '71 3				
Baltimore and Ohio....100	13,151,962	M. & N.	May '72 5	Lykins Valley....20	600,000	F.M.A.N	May '72 2 ⁶	Albany City....100	11,300	— & —	—
" " Washington Br. ....100	1,650,000	A. & O.	Apr '72 5	Macon and Western....100	2,500,000	J. & D.	Dec '71 5	Baltimore City....100	800,000	F. & A.	Aug '72 1
Parkersburg Br. pref....50	5,680,685	— & —	—	Maine Central....100	3,400,500	— & —	—	Bleeker st. & F. Fy. (N.Y.)....100	900,000	— & —	—
Berkshire*....100	600,000	J. A. J.O.	July '72 1 ³	Manchester and Law....100	1,000,000	M. & N.	May '72 5	Boston and Chelsea....100	110,000	A. & O.	Apr '72 4
Biossang & Corning*....50	250,000	J. & D.	June '72 1 ³	Marietta & Cincinnati....50	1,372,891	— & —	—	Broadway (Brooklyn)....100	2,100,000	J. & D.	Jun '70
Boston and Albany....100	19,664,100	M. & N.	May '72 5	" " 1 st pref.50	8,130,719	M. & S.	Sep '66 3 ⁵	Brooklyn City....100	1,500,000	F.M.A.N	Nov '71 3
Bos., Cin., & Fitchb. pref.100	633,200	— & —	—	" " 2 ^d pref.50	4,460,368	M. & S.	Sep '66 3 ⁵	Brooklyn City & Newt....100	600,000	J. & J.	July '70
Agricultural Br. guar....100	60,000	J. & J.	July '71 3 ³	Massawippi*....100	400,000	F. & A.	Aug '72 3	Brooklyn and Jamaica....100	485,100	— & —	—
Bost., Cone., & Mont. * pref.100	800,000	M. & N.	May '72 3	Memphis & Charleston*....50	5,312,725	J. & D.	Jan '69 3	Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3 ³
Boston and Lowell....500	2,216,000	J. & J.	July '72 4	Michigan Central....100	14,665,848	J. & J.	July '72 5	Canal bridge....100	727,800	A. & O.	Apr '72 4
Boston and Maine....100	5,000,000	M. & N.	May '72 5	Mill Creek & Minehill*....50	323,375	J. & J.	Dec. '70 7 ⁵	Cen. Park, N. & E. Riv....100	1,068,400	A. & O.	Oct '67 2 ⁴
Boston and Providence....100	3,950,000	M. & N.	May '72 5	Milwaukee and St. Paul....100	11,822,878	J. & J.	Feb. '72 7	Citizens (Phil.)....50	500,000	J. & J.	July '72 7
Buffalo, N. Y. and Erie*....100	980,000	J. & D.	June '72 3 ⁴	" " prof.100	10,225,103	January		Citizens (Phg.)....50	200,000	M. & N.	Nov '71 7
Burlington and Mo. Riv....100	1,380,000	J. & J.	July '72 4	M. Hill & Schuyl. Hav....50	3,856,450	J. & J.	July '72 3 ⁴	Joiner Island & Brook....100	500,000	— & —	—
" " prof.100	1,683,400	J. & J.	July '72 4	Morris and Essex*....50	11,900,950	J. & D.	June '72 3 ⁴	Dock E. B'dw. & Bat....100	1,200,000	F.M.A.N	Aug '72 2
Camden and Amboy*....100	5,847,800	J. A. J.O.	July '72 2 ⁴	Nashua and Lowell....100	800,000	M. & N.	May '72 5	Eighth Avenue (N.Y.)....100	1,000,000	J. A. J.O.	Oct '71 3
Camden and Atlantic....50	377,100	— & —	—	Naugatuck....100	1,864,400	F. & A.	Feb. '71 6	Elizabeth and Newark....100	200,000	— & —	—
" " pref.50	752,700	— & —	—	Nesquehoning Valley*....50	1,000,000	M. & S.	Mar. '72 5	42nd St. & G. St. Ferry....100	748,000	M. & N.	Nov '71 5
Cape Cod....50	915,577	J. & J.	Jan. '72 2 ²	Newark and N. York*....100	977,400	J. & J.	Jan. '72 3 ²	Frankf. & Southw. (Ph.)....50	491,750	J. & J.	July '72 2
Cape May and Millville*....50	447,000	J. & D.	June '72 3 ²	N. Bedford & Taunton....100	500,000	M. & N.	May '72 4	Germantown (Ph.)....50	1,00,000	J. & J.	July '72 3
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 3 ²	N. Castle & Beaver Val....50	1,800,000	J. & J.	Aug '69 12	Girard College (Ph.)....50	500,000	J. & J.	July '71 3
" " pref.100	769,600	M. & N.	May '72 3 ²	New Haven & Northamp....100	665,000	J. A. J.O.	Apr. '72 2 ⁴	Grand St. and Newton....100	170,000	J. & J.	July '71 2
Central of Georgia*....100	4,668,300	J. & D.	June '72 3 ²	New Jersey*....100	1,295,200	J. A. J.O.	July '72 2 ⁴	Green & Coates St. (Ph.)....50	500,000	J. & J.	July '72 4
Central of New Jersey....100	15,000,000	J. A. J.O.	July '72 2 ⁴	New London Northern*....100	1,003,500	J. & J.	Jan. '72 4	Heston, Mantua & Fairm....50	2,950,000	J. & J.	July '72 1
Central Ohio*....100	2,425,000	J. & D.	June '72 3 ²	N.Y. Cen. & Hudson R....100	450,000	A. & O.	Apr. '72 4	Lomb. & South Sts. (Ph.)....25	105,000	A. & O.	Oct. '71 6
" " pref.100	400,000	J. & D.	June '72 3 ²	New York and Harlem....100	8,500,000	J. & J.	July '72 4	Lymn and Boston....100	200,000	— & —	—
Chemung*....100	880,000	J. A. J.O.	Apr '72 14	" " pref.100	1,500,000	J. & J.	July '72 4	Malden and Melrose....100	100,000	— & —	—
Cheshire, preferred....100	2,100,000	J. & J.	July '72 2 ²	N. York & New Haven....100	9,000,000	J. & J.	July '72 2 ²	Metropolitan (Boston)....50	1,250,000	J. & J.	July '72 5
Chicago and Alton....100	8,925,500	M. & S.	Mar. '72 5	N. Y. Prov. & Boston....100	2,000,000	J. A. O.	July '72 2 ²	Middlesex (Boston)....100	400,000	A. & O.	Apr '72 3
" " pref.100	2,425,400	M. & S.	Mar. '72 5	Nieg. Bridge & Canand*....100	1,000,000	J. & J.	July '72 3	Ninth Avenue (N. Y.)....100	197,320	— & —	—
Chicago, Bur. & Quincy....100	20,000,000	M. & S.	June '72 3 ²	North Carolina*....100	4,000,000	irregular	July '72 5	Orange and Newark....100	282,555	— & —	—
Chicago, Iowa & Nebraska*....1	3,916,300	J. & D.	July '72 4	N. Eastern (N.C.) pref.100	111,000	M. & N.	May '67 4	Philadelphia City....50	750,000	J. & J.	July '71 3
Chicago, Iow. & N. Western....100	14,720,959	J. & D.	June '71 4	N. Penna Pennsylvania*....50	3,150,150	January		Philadelphia and Darby....20	200,000	J. & J.	July '71 2
" " pref.100	20,415,013	J. & D.	June '72 3 ²	Northern N. Hamp....100	3,068,400	J. & D.	June '72 4	Phila. and Grey's Ferry....50	284,775	J. & J.	July '72 2 ²
Chicago, R. I. & Pacific....100	19,000,000	J. & D.	June '72 3 ²	Northern New Jersey*....100	1,000,000	J. & J.	Jan. '72 4	Pbg. Alleg. & Manchester....50	200,000	M. & N.	Nov '69 8
Cin., Ham. & Dayton*....100	3,600,000	A. & O.	Apr. '72 4	Norwich & Worcester*....100	2,364,400	J. & J.	July '72 5	Second Avenue (N.Y.)....100	888,100	J. A. J.O.	July '72 2
Cin., Sand. and Cle*....50	2,967,800	— & —	—	Ogdensb. & L. Champi*....100	3,051,500	J. & J.	July '72 2 ⁴	Second & Third St. (Ph.)....50	962,100	J. & J.	July '72 5
" " pref.50	428,546	M. & N.	May '72 3 ²	" " pref.100	2,000,000	A. & O.	Apr. '72 4	17th & 19th streets (Ph.)....50	500,000	J. & J.	July '71 2
Clev., Col., Cin. & Ind....100	13,914,000	F. & A.	Aug '72 3 ⁴	Ohio and Mississippi*....100	19,955,847	— & —	—	Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Cleveland & Mahoning*....50	2,057,585	M. & N.	May '72 3 ²	" " pref.100	4,024,474	J. & D.	June '72 3 ⁴	Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug '71 4
Cleveland & Pittsburg*....50	7,494,588	F.M.A.N	May '72 2 ⁴	Old Colony & New Port....100	4,659,200	J. A. J.O.	July '72 4	13th & 15th street (Ph.)....50	1,000,000	J. & J.	July '72 1 ⁴
Col. Ohi. & Ind. Con....100	13,000,000	J. A. J.O.	Jan. '72 2 ⁴	Oswego and Syracuse*....100	482,400	F. & A.	Feb. '72 4	Somerville (Boston)....100	75,000	M. & N.	May '72 3 ⁵
Columbus and Xenia*....5	1,86,800	M.J.S.D.	Mar. '72 5	Pacific of Missouri*....100	3,635,750	— & —	—	South Boston....100	400,000	J. A. J.O.	July '72 2 ²
Colum. & Hocking Val....100	848,964	— & —	—	Panama....100	7,000,000	J. A. J.O.	July '72 2 ²	Union (Boston)....100	200,000	— & —	—
Concord....100	1,500,000	M. & N.	May '72 5	Paterson and Hudson*....100	636,000	J. & J.	July '72 4	Union (Phila.)....100	400,000	J. & J.	Jan. '72 5
Concord and Ports....100	350,000	J. & J.	July '72 3 ²	" " pref.100	243,000	J. & J.	July '72 2 ²	West Philadelphia....100	400,000	J. & J.	July '72 8
Conn. & Passun p. Riv. 1....100	2,024,000	F. & A.	Aug '72 3 ²	Paterson and Ramapo*....100	324,000	J. & J.	July '71 3				
Connecticut River....100	1,700,000	J. & J.	Aug '72 3 ²	Pember & Hightown*....50	324,150	J. & J.	Jan. '71 3				
Cooperstown and Susq....100	307,383	— & —	—	Pennsylvania....100	35,900,000	M. & N.	May '72 5				
Cumberland Vaiv....100	1,325,000	J. & O.	Oct. '71 4	Pearis & Bureau Val....100	1,200,000	F. & A.	Feb. '72 4				
Danbury and New Cwrl....100	400,000	M.J.S.D.	Dec '71 4	Philadelphia and Erie*....100	6,004,300	J. & J.	July '72 4				
Delaware*....100	1,230,941	J. & J.	Jan. '72 3 ²	" " pref.100	2,400,000	J. & J.	Jan. '72 4				
Del., Lackaw. & Wesin*....100	18,508,850	J. A. J.O.	July '72 2 ⁴	Phil., Ger. & Norristown*....50	1,626,250	M. J. S.D.	June '72 3				
" " pref.100	2,095,000	J. & J.	Jan. '72 2 ⁴	Philadelphia & Reading....100	30,401,600	J. & J.	July '72 5				
Dubuque & Sioux City*....100	1,500,000	J. & J.	Jan. '72 2 ⁴	Phila. and Trenton*....100	1,259,100	J. & J.	July '72 2 ⁴				
" " pref.100	2,095,000	J. & J.	Jan. '72 2 ⁴	Phila., Wil. & Bait....50	9,562,650	J. & J.	July '72 4				
East Pennslyvania*....50	1,309,200	J. & J.	Jan. '72 4	" " Special Imp....100	2,000,000	J. A. J.O.	July '72 1 ²				
East Mahany*....50	392,950	J. & J.	Jan. '72 3 ²	Pittsfield & N. Adams....100	4,000,000	J. & J.	July '72 3 ²				
Easton (Mass.)....100	4,062,600	J. & J.	July '71 4	" " Yarmouth certificates....100	202,400	A. & O.	July '72 3 ²				
Eastern (N. H.)....100	492,500	J. & J.	Feb. '72 24	Portl., Sac. & Portsm....100	1,500,000	J. & J.	July '72 5				
Elmira, Jef. & Canand*....100	500,000	F. & A.	July '72 24	Providence & Worcester....100	2,000,000	J. & J.	July '72 5				
Elmira & Williamsport*....50	500,000	M. & N.	May '72 2 ⁴	Raleigh and Gaston....100	1,500,000	J. & J.	July '7				

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	When Payable.	Market Price.		Amounts outstanding.	Interest.	When Payable.	Market Price.
* Indicates that no interest is paid.									
National Securities July 1, 1872.						Maryland —Eastern Shore R. R. Loan.....	20,131	5 J. A. J. & O.	1890
Loan of June 14, 1858.....	registered coupon	\$8,045,000	5 Jan. & July.	1874 109 $\frac{1}{2}$	.. Defense Loan Bonds.....	3,651,398	6 " " "	1863 103 $\frac{1}{2}$	
..	..	13,955,000	5 " "	1874 110	.. Southern Relief Bonds.....	100,000	6 " " "	1873	
Loan of February 8, 1861.....	registered coupon	13,737,000	6 Jan. & July.	1880 115 $\frac{1}{2}$	Massachusetts—State Scrip	324,000	5 Jan. & July.	74-75	
..	..	4,678,000	6 " "	1880 118	..	275,000	5 April & Oct.	73-74	
Oregon War Bonds of March 2, 1861.....	coupon	945,000	6 Jan. & July.	1881 109 $\frac{1}{2}$	..	320,000	5 May & Nov.	72-80	98 $\frac{1}{2}$
Loan of July 1, and Aug. 3, 1861.....	registered coupon	125,315,350	6 Jan. & July.	1881 115 $\frac{1}{2}$	..	133,000	6 June & Dec.	72-77	107 $\frac{1}{2}$
..	..	64,005,350	6 " "	1881 118	.. Union Fund Loan of 1861	3,000,000	6 Jan. & July.	71-76	
Loan of Feb. 25, 1862 (5-20s).....	registered coupon	38,980,500	5 May & Nov.	1882 115	.. of 1863	600,000	5 " " "	77-78	
..	..	(5-20s)	5 " "	1882 116 $\frac{1}{2}$	.. Coast Defense Loan	888,000	5 " " "	1883	
Loan of March 3, 1863.....	registered coupon	53,424,850	6 Jan. & July.	1881 115 $\frac{1}{2}$	.. Bounty Loan of 1863	200,000	5 " " "	1883	98 $\frac{1}{2}$
..	..	21,675,150	6 " "	1881 118	.. of 1864	4,379,500	5 May & Nov.	1894	
Loan of March 3, 1864 (5-20s).....	registered coupon	2,349,500	6 May & Nov.	1884 114 $\frac{1}{2}$	.. (stg.)	4,000,744	6 Mar. & Sept.	1886	100
Loan of June 30, 1864 (5-20s).....	registered coupon	34,686,000	6 May & Nov.	1884 114 $\frac{1}{2}$	.. War Loan (cur. 5-20 yr.)	3,505,000	5 April & Oct.	1871	
..	..	(5-20s)	6 " "	1884 114 $\frac{1}{2}$	.. Western R. R. Loan, (stg.)	761,816	5 " " "	88-90	97 $\frac{1}{2}$
Loan of March 3, 1865 (5-20s).....	registered coupon	39,416,450	6 May & Nov.	1885 113 $\frac{1}{2}$	.. T. & G. R. R. & Hoosac T. stg.	3,506,580	5 " " "	91-98	97 $\frac{1}{2}$
..	..	(5-20s)	6 " "	1885 116 $\frac{1}{2}$	..	966,500	5 " " "	1890	
..	..	2d series (5-20s)	6 Jan. & July.	1885 114 $\frac{1}{2}$	.. Southern Vermont R. R.	200,000	5 " " "	1871	
..	..	(5-20s)	6 " "	1885 114 $\frac{1}{2}$	.. Eastern R. R.	50,000	5 Jan. & July.	1877	
..	..	3d series (5-20s)	6 Jan. & July.	1887 114 $\frac{1}{2}$	.. Norwich & Worcester	400,000	5 " " "	1900	
..	..	(5-20s)	6 " "	1887 115 $\frac{1}{2}$	.. Bos. Hartf. & Erie (stg.)	3,589,024	5 " " "	1878	
..	..	4th series (5-20s)	6 Jan. & July.	1888 114 $\frac{1}{2}$	.. Michigan—Renewal Loan Bonds	180,000	6 " " "	73-83	
..	..	(5-20s)	6 " "	1888 115	.. Two Million Loan Bonds	1,621,000	6 " " "		
Loan of March 3, 1864, (10-40s).....	registered coupon	133,491,300	5 Mar. & Sept.	1904 111 $\frac{1}{2}$	.. War and Bounty Loan Bonds	478,000	7 May & Nov.	1890	
..	..	(10-40s)	5 " "	1904 112 $\frac{1}{2}$	.. Sault St. Marie Canal Bonds	86,000	6 Jan. & July.	1879	100
Consols of July 14, '70 & Jan. 20, '71.....	registered coupon	124,372,800	5 F. M. A. & N.	1881 115 $\frac{1}{2}$	.. Minnesota—State Building Loan Bonds	250,000	7 Jan. & July.	77-79	
..	..		5 " "	1881 113 $\frac{1}{2}$	.. Sioux War Loan Bonds	100,000	7 May & Nov.	1872	
Consols ..	registered coupon	4 $\frac{1}{2}$	F. M. A. & N.	1886	.. *Railroad Loans Bonds	2,275,000	7 " " "	1883	
Consols ..	registered coupon	4 $\frac{1}{2}$	F. M. A. & N.	1901	.. State Bonds proper	2,000,000	6 Jan. & July.	41-71	
..	..		4 " "	1901	.. Interact Bonds of 1868	438,000	6 " " "	1883	
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)		10,665,000	3 " " "	Dem. 1868	.. Railroad Loans	2,727,000	6 Jan. & July.	1888	
Navy Pension Fund of July 23, 1868 (cur.)		14,000,000	3 " " "	Ired.	.. South Pacific, guar.	13,112,000	6 " " "	74-90	94
Certificates of Indebtedness 1870..... (cur.)		678,000	4 " " "	1875	.. Hannibal and St. Joseph	1,689,000	7 " " "	1876	79
Pacific R. R. Bonds..... (currency)		64,623,512	6 Jan. & July.	95-99 114 $\frac{1}{2}$	.. Nebraska—(No Debt)	3,000,000	6 " " "	73-87	91 $\frac{1}{2}$
U. S. Notes and Fractional Currency.....		398,444,131	n/a		.. Nevada—State Loan Bonds	500,000	15 Jan. & July.	1872	
State Securities, latest dates.									
Alabama—State Bonds (original).....		168,000	5 May & Nov.	1872 60	.. New Hampshire—War Loan of July 1, 1861	899,200	6 Jan. & July.	71-78	100
..	..	(extended)	2,414,800	5 " 83-86	.. of Sept. 1, 1864	600,000	6 Mar. & Sept.	84-89	
..	..	(sterling)	688,000	6 June 1.	.. of Oct. 1, 1865	1,000,000	6 April & Oct.	71-74	
..	..	(" extended)	82,500	6 Jan. & July.	.. of 1863 (free)	1,299,900	6 Jan. & July.	71-84	
..	..	(" ")	712,800	5 " 86	.. of 1864	1,002,900	6 " " "	86-96	105
..	..	(new)	1,316,700	8 " 86-88	.. Bonds	1,478,000	7 " " "	97-102	
Arkansas—State Bonds (refunded).....		3,000,000	6 Jan. & July.	1899 53	.. General Fund Stocks	21,089,024	7 " " "	1877	106
..	..	(Aid R. R's)	3,000,000	7 April & Oct.	..	1,910,082	6 J. A. J. & O. 1878	1878	101
California—Civil Bonds of 1857.....		2,138,000	7 Jan. & July.	1877 112	..	800,000	6 " " "	Pleas.	
..	..	1860	138,500	7 " 1880	..	348,000	6 " " "	1876	
..	..	Relief Fund Bonds of 1863	424,500	7 " 1883	..	900,000	5 " " "	106	
..	..	Bounty Fund Bonds of 1864	805,000	7 " 1884	.. Canal Fund Stocks	2,257,900	6 J. A. J. & O. 1872	1872	104
..	..	Central Pacific R. R. Loan of 1865	1,600,000	7 " 1885	..	6,150,100	6 " " "	1873	106
Connecticut—War Bonds, of 1861 (10-20s)		5,927,000	6 Jan. & July.	91-92 100 $\frac{1}{2}$	..	2,099,000	6 " " "	1874	105 $\frac{1}{2}$
..	..	of 1863 (20s)	5,927,000	6 April & Oct.	..	473,000	6 " " "	1875	106
..	..	of 1864 (10-20s)	5,927,000	6 " 101	..	880,000	6 " " "	1877	107
..	..	of 1865 (20s) free	5,927,000	6 " 1885	..	1,106,420	5 " " "	1874	108
..	..	(various) registered	887,500	6 Various.	..	4,738,800	6 Jan. & July.	71-91	21 $\frac{1}{2}$
Florida—State Bonds 1863.....		300,600	6 Jan. & July.	1898	.. State Bonds for R. R. (old)	3,839,400	6 April & Oct.	71-91	21 $\frac{1}{2}$
..	..	1868	200,000	6 " 1899	.. (old)	2,622,000	6 Jan. & July.	92-98	21 $\frac{1}{2}$
..	..	Railroad Loans \$16,000 per mile		6 " 1899	.. (new)	1,739,000	6 April & Oct.	86-88	21 $\frac{1}{2}$
Georgia—W. & Atl. R. R. 1841 to 1844		1,023,000	6 Various.	71-74	.. Funding & c. Bonds of '66-'68	2,800,400	6 Jan. & July.	1899	21
..	..	1842 to 1848	273,000	6 Various.	..	1,821,400	6 April & Oct.	1899	
..	..	Atl. and Gulf R. R. 1858 to 1866	800,000	6 Feb. & Aug.	.. Special Tax Bonds	11,407,000	6 Jan. & July.	1899	
..	..	Bonds (Act March 12, 1865)	3,700,000	7 Jan. & July.	..	1,224,317	6 Jan. & July.	1870	15 $\frac{1}{2}$
Illinois—Interest Bonds of 1847		980,696	6 " 1866	..	..	1,600,000	6 " 1875		
..	..	Stock of 1857	134,311	6 " 1877	..	4,096,399	6 " 1881		
..	..	Refunded Stock Bonds	348,000	6 " 1877	..	2,400,000	6 " 1886		
..	..	Normal University Bonds	45,000	6 " 1879	..	366,975	6 May & Nov.	1871	
..	..	Thornton Loan Bonds	103,000	6 Mar. & Sept.	.. Union Loan (Columbus)	176,156	7 Jan. & July.	74-84	
..	..	War Loan Bonds	416,800	6 Jan. & July.	.. Oregon—Relief and Bounty Bonds	92,850	6 Feb. & Aug.	1872	
Indiana—State Bonds		204,000	6 May & Nov.	1888	.. Pennsylvania—Redemption Loan of 1867	4,731,300	6 April & Oct.	1872	
..	..	204,000	7 Jan. & July.	1881	..	90,400	5 " 1877		
Iowa—War and Defense Bonds of 1861		300,000	6 May & Nov.	1888	..	7,890,550	6 " 1877		
Kansas—State Bonds		100,675	6 " 1884	..	..	72,965,900	5 " 1882		
..	..	military	1,059,500	7 " 1889	..	9,237,050	6 " 1882		
Kentucky—State Bonds of 1841-'42		176,000	7 " 1889	..	..	400,000	6 April & Oct.	1879	
..	..	1843	2,052,000	6 " 1889	..	2,769,250	6 Feb. & Aug.	1871	
..	..	1847	1,000,000	8 " 1886	..	384,000	5 Jan. & July.	1882	
..	..	1870	4,000,000	8 " 1887	..	3,377,000	5 Feb. & Aug.	77-78	
..	..	Funded coupons 1868	3,000,000	8 " 1887	..	11,122,000	4 Jan. & July.	1882	104
..	..	1868	997,300	6 Jan. & July.	.. Rhode Island—War Bonds of 1862	1,100,000	6 Mar. & Sept.	1882	
..	..	Funded Floating Debt	3,000,000	6 May & Nov.	..	736,000	6 Jan. & July.	1883	100
..	..	Ship Canal Bonds of 1869	474,000	7 Mar. & Sept.	..	239,000	6 April & Oct.	1883	
..	..	Penitentiary Bonds of 1869	500,000	7 Mar. & Sept.	..	841,343	6 Feb. & Aug.	1894	
..	..	N. La. & Tex. R. R. Bonds of 1869	546,000	7 Mar. & Sept.	..	484,445	5 " 1888		
..	..	State Bonds	301,000	8 April & Oct.	..	970,000	6 " 1888		
..	..	War Loan of April 25, 1861	800,000	6 " 1871	..	1,997,738	6 " 1888		
..	..	of Jan. 31, 1863	525,000	6 Mar. & Sept.	..	1,431,700	6 " 1888		
..	..	of Mar. 26, 1863	475,000	6 Feb. & Aug.	..	1,265,500	6 J. A. J. & O. 1888		
..	..	of May 19, 1864	2,832,500	6 June & Dec.	..	1,692,150	6 " 1888		
..	..	of 1864	3,084,400	6 April & Oct.	..	1,398,640	5 April & Oct.		
..	..	converted	2,288,888	5 J. A. J. & O.	..	239,166	5 " 1888		
..	..	converted	443,500	5 " 1880	..	1,706,000	6 " 1888		
..	..	Ches. & Ohio Cur. Loans, Stg.	1,855,335	5 " 1890	..	2,008,500	6 Jan. & July.	long	72 $\frac{1}{2}$
..	..	converted	1,687,345	5 " 1890	..	2,172,000	6 " 1890		
..	..	of 1884	1,403,146	6 " 1870	..	4,060,503	6 " 1890		
..	..	Balt. & Susq. R. R. Loans	269,000	6 " 1890	..	..	..
..	..	429,000	6 " 1890	..	..	..	..
..	..	Annapolis & Elkridge R. R. Loans	95,420	6 " 1890	..	..	..
..	..	Susq. and Tide-Water Canal Stg.	773,000	5 " 1889	..	..	..
..	..	converted	216,922	5 " 1885	..	..	

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Adirondack:													
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	Buffalo, Corry and Pittsburg:						
Alabama and Chattanooga:							1st Mortgage (B., C. & P. of Pa.)	\$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
2d Mortgage.....	9,000pm	8	"	"	1889	....	Buffalo, New York and Erie:						
Alabama and Georgia:							1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	96
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
Albany and Susq. (D. & H. Canal):							Burlington, Cedar Rapids & Minn.						
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	103	1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1886	98	Burlington and Missouri River:						
2d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds "	1,199,380	8	"	"	1875	102
Allegheny Valley:							Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	94	Stock Bonds "	1,246,800	8	Jan. & July.	"	1889	109
1st Mortgage, Eastern Extension	48,000	7	.....	.....	.....	....	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	109
Special Bonds to State of Penn.	3,500,000	5	.....	.....	.....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	96
American Central (C. B. & Q.):							Burlington & Mo. Riv. in Neb.:						
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	1st Mort. for \$5,000,000, conv...	3,360,000	8	Jan. & July.	Boston.	1894	103
Androscoggin:							Californian Pacific:						
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1880	106
Andro. & Kennebec (Maine C.):							Camden and Amboy:						
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	190-191	86	Sterling Bonds, £288,600 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
Athelston, Topeka and Santa Fe:							Dollar Loan of 1875.....	675,000	6	"	New York.	1875	98
1st Mortgage tax free.....gold	15,000pm	7	Jan. & July.	New York.	1900	87	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	93
Atlanta and Richmond Air Line:							Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	94
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	98
Atlanta and Great Western:							Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
1st Mortgage (N. Y. Penn. & O.):	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
2d Mortgage.....	3,908,000	7*	"	"	'81-'83	....	Camden and Atlantic:						
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Atlantic and Gulf:						....	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	60
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	77	Camden and Burlington County:						
Atlantic, Mississippi and Ohio:							1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
1st Mortgage on whole line.....	15,000pm	7	.....	New York.	1901	....	Carthage & Burlington (C. B. & Q.):	600,000	8	May & Nov.	New York.	1879	95
Atlantic and North Carolina:							1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	Catawissa:						
Atlantic and Pacific:							1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	100
Land Mort. (500,000 acres)...gold	3,000,000	6*	Jan. & July.	New York.	1888	....	Cedar Falls and Minnesota (Ili. C.):	294,000	7	April & Oct.	New York.	1884	88
1st Mortgage (So. Pacific)...gold	7,250,000	6*	"	"	1888	....	1st Mort. (C. F. to Waver. 14 m.)	1,377,000	7	Jan. & July.	"	1907	81
Atlantic and St. Lawrence:							1st Mort. (W. to Minn. L. 62 m.)	2,617,000	7	April & Oct.	New York.	'91-'16	89
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	Cedar Rapids & Mo. Riv. (C. & NW):	1,377,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	"	1879	60
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	Central Branch Union Pacific:	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s)....	844,000	6*	May & Nov.	"	1878	....	1st Mort. (Atch. & F'k's P.)...gold	1,600,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R. R.):							2d Mortgage Government's subsidy.....	1,600,000	6	March & Sept.	Baltimore.	1890	87
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	Central of Georgia:						
2d Mortgage.....	100,000	7	"	"	1884	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
Baltimore and Ohio:							Central of Iowa:						
Loan of 1855, sinking fund.....	803,250	6	Jan. & July.	Baltimore.	1875	96	1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	90
Loan of 1860.....	579,500	6	"	"	1880	95	Central of New Jersey:						
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	96	2d Mortgage.....	176,000	7	May & Nov.	New York.	'70-'75	101
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	New Loan for \$5,000,000.....	4,824,000	7	Feb. & Aug.	"	1890	107
Loan of 1883 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	Central Ohio (B. & O.):						
Baltimore and Potomac:							1st Mortgage guaranteed.....	2,600,000	6	March & Sept.	Baltimore.	1890	87
1st Mort. of '69 for \$3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....	Central Pacific of California:						
Bangor and Piscataquins:							1st Mortgage.....	26,010,000	6*	Jan. & July.	New York.	'95-'99	101
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	....
Barclay Coal:							Convertible bonds.....	1,500,000	7*	"	"	1883	101
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1892	....	Income bonds.....	10,000,000	8	"	"	....	....
Bay City and East Saginaw:							Charleston and Savannah:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. - July.	Detroit.	1886	....	1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
Bay de Noquet and Marquette:							Charlotte, Columbia & Augusta:						
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
Belfast and Moosehead Lake:							1st Mort. (Col. & Aug. 85 m.)	371,500	7	"	"	1890	....
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....	1st Mortgage (consol. 195 m.)	786,000	7	"	"	1896	....
Bellefontaine & Ind. (C. C. C. & Ind.):							Cheraw and Darlington:						
1st Mortgage.....	610,000	7	Jan. & July.	New York.	'70-'95	....	1st Mort.	150,000	7	April & Oct.	Charleston.	1870	....
Bellefonte and Snow Shoe:							2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	Cherry Valley, Sharon & Albany:						
Beloit and Madison (C. & N. W.):							1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Chesapeake and Ohio:						
Belvidere Delaware:							Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1990	94
1st Mortgage (guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....	1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
2d Mortgage { Camden and }	499,500	6	March & Sept.	Princeton.	1885	834	2d Mort. (" ")	186,500	6	"	"	1872	....
3d Mortgage { Amboy. }	745,000	6	Feb. & Aug.	"	1887	83	3d Mort. (" ")	901,000	6	"	"	1884	....
Blue Ridge, (S. Car.):							Income.....	300,000	8	"	"	1876	....
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Cheeshire:						
Boston, Clinton and Fitchburg:							Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	92
1st Mortgage (Agricultural Br.):	400,000	6	Jan. & July.	Boston.	1884	854	Chester Creek:						
Equalization or consol. bonds..	248,000	6	"	"	....	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
2d Mortgage of 1869-'70.....	162,500	7	"	"	....	2d Mortgage.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
1st Mort. (Come. to War. '71 m.):	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
2d Mort. conv. (1st M. on 22 1/2 m.):	150,000	6	Jan. & July.	Boston.	1870	....	2d Mortgage.....	308,000	7	May & Nov.	New York.	1877	100
2d Mort. conv. (1st M. on 22 1/2 m.):	200,000	7	"	"	1870	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1883	103
Sinking Fund Mortgage.....	507,000	6	"	"	1889	90	2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	98
Boston, Hartford and Erie:							Chicago, Burlington and Quincy:						
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	115
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	424	Trust Mortgage.....	150,000	8	"	"	1883	....
1st Mortgage (new) guar. by Erie	3,000,000	7	"	"	1899	64	Trust Mortgage.....	400,000	7	April & Oct.	"	1883	....
Mass. I. loan (secured by 1st m. b.):	3,000,000	7	"	"	1899	97	Trust Mortgage.....	941,000	4*	July.	Frankfort.	1890	....
Boston and Lowell:							2d Mort. (4 p.c. after July '76) gold	738,002	8	Jan. & July.	New York.	1878	....
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	American Cen. R.R. (57 m.) guar.	600,000	8	May & Nov.	"	1879	96
Scrip certificates.....	380,000	3	January.	"	1873	....	Dix, Peo. & Han. R.R. (45 m.) guar.	800,000	8	Jan. & July.	"	1880	96
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	....	Illinois Gr. Trunk R.R. (44 m.) guar.	960,000	8	April & Oct.	"	1880	97
Brunswick and Albany:							Keokuk & St. Paul (42 1/2 m.) guar.	1,026,000	8	Jan. & July.	Boston.	1879	95
1st Mort. endorsed by Ga...gold	3,630,000	6*	April & Oct.	New York.	1908	....	Ott., Osw. & Fox Rv. VI. R.R. (70 m.)	1,200,000	8	Jan. & July.	New York.	1900	96
2d Mort. sinking fund.....gold	2,350,000	7*	"	"	1893	....	Peoria & Hannib. R.R. (31 1/2 m.) guar.	800,000	8	"	"	1890	101
Buffalo, Bradford and Pittsburg:							Quincy & War. R.R. (40 m.) guar.	800,000	8	"	"	1890	101
1st Mortgage, by Erie.....	580,000	7	Jan. & July.	New York.	1896	....	Chicago and Great Eastern:						
Buffalo and Erie (L. Sh. & M. So.):							Construction Bonds.....	400,000	7	April & Oct.	New York.	1885	85
Bonds of Buff. and State Line.....	100,000	7	May & Nov.	New York.	1873	....	Income Bonds.....	900,000	7	Jan. & July.	New York.	1885	85
Bonds of Erie and Northeast.....	200,00												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90	Columbus, Springfield and Cin.:						
Chicago, Dubuque & Minnesota:							1st Mortgage for \$1,000,000.....		7				
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	86	Columbus and Xenia:						
Chicago and Illinois Southern:							1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont:						
Chicago, Iowa and Nebraska:							1st and 2d Mortgage.....	374,000	6		Boston.	Due.	....
2d (now 1st) Mortgage guar....	591,700	7	Jan. & July.	New York.	1880	93	Connecticut and Passumpsic Riv.:						
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	Boston.	1876	95
Chicago & Milwaukee(C. & N.W.):							Notes payable, coupon tax free.....	559,429	7	"	"	1876	99
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River:						
1st Mortgage (consol.) 55 m. guar.	1,135,000	7	Jan. & July.	"	1898	96	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern:							Connecticut Western:						
Pref. sinking fund b'ds (188 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98	1st Mortgage.....	81,500	7		Hartford.	1900	87
Interest (f'ded coup.) b'ds (193 m.).	755,000	7	May & Nov.	"	1883	99	Connecting (Philadelphia):						
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	"	1885	100	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88
1st Mortgage, Appleton Ext.	184,000	7	"	"	1885	....	Contoocook River:						
1st Mortgage, Green Bay Ext.	300,000	7	"	"	1885	....	1st Mortgage.....	30,000	6		Boston.	18-	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	94	Cooperstown and Susq. Valley:						
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	104	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	98	Concord & St. J. (K. St. J. & C. B.):						
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	"	1884	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Elgin and State Line):	135,000	7	"	"	1878	....	2d Mortgage.....	150,000	10	"	"	1872	....
1st Mortgage (Peninsula):	767,000	7	March & Sept.	"	1898	....	Covington and Lex. (Ky. Con.):						
Consol. skg fund Mort. (800 m.):	2,500,000	7	May & Nov.	"	1915	97	1st Mortgage March 1852.....	120,000	7	March & Sept.	New York.	1872	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	2d Mortgage March 1863.....	844,000	7	"	"	1883	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1874	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	Cumberland Coal and Iron:						
3d Mort. (") 40m.	10,500	7	June & Dec.	"	1898	....	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
1st Mort. (Chi. & Mil. R. R.) 85m.	1,135,000	7	Jan. & July.	"	1898	96	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1888	....
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	"	"	1888	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
1st Mort. (Mad. Exten.) 125 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Cumberland Valley:						
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Chicago & Mich. Lake Shore:	4,000,000	8	March & Sept.	New York.	1889	85	2d Mortgage.....	109,500	8	"	"	1908	....
1st Mortgage.....							Plain bonds.....	81,800	8	Jan. & July.	"	1884	....
Chicago, Pekin & Southwestern:							Danbury and Norwalk:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago, Rock Island and Pacific:							1st Mortgage of 1869.....	200,000	7	"	"	1890	....
1st Mortgage (consol.)....	9,000,000	7	Jan. & July.	New York.	1896	102	Danv. Hazleton & Wilkesbarre:						
Chi. & Southwes'n(C. R. I. & Pac.):							1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	85
1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	....	Davenport and St. Paul:						
Chillicothe & Brunswick (N. Mo.):							1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	82	Dayton and Michigan:						
Cincinnati, & Balt. (Mar. & Cin.):							1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18-	....	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Cincinnati, Hamilton and Dayton:							3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	Dayton and Union:						
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	"	1877	....	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Cine. and Indiana (C. Laf. & Chi.):							2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Income Bonds.....	252,445	6	"	"	1879	....
Cincinnat. and Indianapolis Junc.:							Dayton and Western:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage.....	433,000	6	"	"	1905	....
1st Mortgage (Newcastle Br.):							Decatur, Sullivan and Mattoon:						
1st Mortgage, Lafayette and Chi.:							1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....gold	250,000	7	June & Dec.	New York.	1901	84	Decatur, Sullivan and Mattoon:						
Cin. and Martinsville (C. & Laf.):							1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	...
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	Delaware:						
Cincinnati, Richmond & Chicago:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	...
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Delaware State Loan.....	170,000	6	"	"	1876	...
Cincinnati, Sandusky and Clev.:							Guaranteed Bonds.....	100,000	6	"	"	1875	...
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	83	Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1880	...
1st Mort. (San. Day. and Cin.):	988,000	6	Feb. & Aug.	Boston.	1900	79	Delaware, Lackawann. & Western:						
1st Mort. (San. City and Ind.):	350,000	7	March & Sept.	"	1877	91	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	...
Cincinnati and Zanesville:							1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875	101
1st Mort.	1,300,000	7	May & Nov.	New York.	1893	....	2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881	98
Clev. Col. and Cinc. (C. C. & I.):							Denver Pacific:						
1st Mortgage \$25,000 a year.....	323,000	7	June & Dec.	New York.	"71-'84	....	1st Mortgage (Land grant)....	2,500,000	7*	May & Nov.	New York.	1897	...
Clev. Col., Cin. & Indianapolis:							Des Moines Valley:						
1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	101	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...
1st Mort. (C. & C. R. R.):	323,000	7	June & Dec.	"	"71-'84	....	1st Mortgage Land grant.....	4,690,000	8	"	"	1898	...
1st Mort. (Bell. and Ind. R. R.):	616,000	7	Jan. & July.	"	"70-'86	....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	...
Cleveland and Mahoning:							Detroit, Hillsdale and Indiana:						
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	1st Mort. (16,000 p. m.).... guar.	1,090,000	8	June & Dec.	New York.	1890	86
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	Detroit, Lansing & L. Michigan:						
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	1st Mortgage....	3,000,000	8	May & Nov.	New York.	1900	...
Clev., Mt. Vernon and Delaware:							1st Mortgage....	770,000	8	Jan. & July.	"	1879	...
1st Mort. for \$1,500,000....gold	143,000	7	Jan. & July.	New York.	1900	....	1st Mortgage Ionia and Lansing....	300,000	8	May & Nov.	"	1880	...
Clev., Painesv. & Ash. (L. Shore):							2d Mortgage Ionia and Lansing....	300,000	8	May & Nov.	New York.	1890	...
1st Mortgage Sunbury and Erie:							Detroit and Milwaukee:						
2d Mortgage (registered).....	500,000	7	Jan. & July.	New York.	1874	....	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...
3d Mortgage.....	1,000,000	7	"	"	1880	98	2d Mortgage.....	1,000,000	7	"	"	1875	...
3d Mortgage.....	1,000,000	7	April & Oct.	"	"	100,000	7	Jan. & July.	"	"	"	1875	...
Cleveland and Pittsburgh:							1st Mortgage Funded Coupons....	628,525	7	Jan. & July.	"	1875	...
2d Mort.	790,500	7	March & Sept.	New York.	1873	94	Bonds of June 30, 1858 (cont'd.):	377,115	7	May & Nov.	"	1875	...
3d Mort.	355,000	7	May & Nov.	"	1875	98	Bonds of Sept. 6, 1856.....	1,916,639	6	"	"	1866	...
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1892	85	300,000	6	March & Sept.	New York.	1856	...	
Consol. skg f'd Mort. \$5,000,000.	528,000	7	May & Nov.	"	1900	97							

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Dubuque and Sioux City:						Grand River Valley (Mich. C.)						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	92½	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886
1st Mortgage (construction).....	600,000	7	"	"	1894	...	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	"	1888
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	...	Greenville and Columbia:					
Dutchess and Columbia:							1st Mortgage guar. by S. Car...	1,426,546	7	Jan. & July.	New York.	'81-'86
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...	1st Mortgage not guaranteed...	376,766	7	"	"	'81-'86
East Brandywine & Waynesburg:							1st Mortgage.....	180,000	7	Jan. & July.	New York.	1889
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	...	Hackensack & New York (Irie):	62,000	7	Jan. & July.	New York.	1872
2d Mortgage.....	35,000	8	"	"	1873	...	1st Mortgage.....	129,100	7	May & Nov.	New York.	1889
East Pennsylvania (Ph. & Rdg.):							Hazelnut and Naples:					
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	100	1st Mortgage of Nov. 1, 1868...	675,000	7	May & Nov.	New York.	1898
East Tenn. & Georgia (E.T.V.&G.):							Hannibal & Cen. Mo. (C. & Alton):					
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	92	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890
Interest bonds (funded coupons).....	136,400	7	"	"	1876	...	Hannibal and St. Joseph:					
East Tennessee, Virginia & Ga.:							Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871
1st Mortgage, consol. skg fund.	3,500,000	7	Jan. & July.	New York.	1900	92½	Mo. State Loan, 1855.....	1,500,000	6	"	"	1885
Eastern Mass.:							Six years' Mortgage bonds.....	69,000	10	"	"	1872
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	...	Three years' notes.....	810,000	8	"	"	1873
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872	...	Five years' notes.....	1,024,300	8	"	"	1875
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	93	Fifteen years' bonds.....	1,309,500	8	March & Sept.	"	1885
Loan of 1865.....	160,000	6	April & Oct.	"	1885	96½	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	"	1892
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	94	1st Mort. (Kan. City & Cam. RR.)	1,200,000	10	Jan. & July.	"	1892
Loan of 1869.....	500,000	6	May & Nov.	"	1889	96	Land Mortgage.....	1,503,700	7	April & Oct.	"	104
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876	90	Convertible Mortgage.....	5,600	7	Jan. & July.	"	1888
Eastern Shore (Md.):							1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	55	Harlem Extension:					
2d Mortgage.....	180,000	6	April & Oct.	"	1886	...	1st Mortgage of Jan. 1, 1870 ...	4,000,000	7	Jan. & July.	New York.	1890
Elizabethtown and Paducah:							Harrisburg & Lancaster (Pa.R.R.):					
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883
Elmira and Williamsport (N.Cen.):							Hartford and New Haven:					
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873
Income Mortgage.....	570,000	5	May & Nov.	"	1872	50½	Hartford, Providence and Fishkill:					
Income Estate (Elmira) bond.....	50,000	7	.....	"	.....	...	1st Mort. (R. Island 26.32 m.)...	451,000	7	Jan. & July.	Providence.	1876
Eric Railway:							1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876
1st Mortg.	3,000,000	7	May & Nov.	New York.	1877	100½	Hastings and Dakota:					
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	102	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900
3d Mortgage.....	6,000,000	7	"	"	1888	99	Hempfield:					
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	96	1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	92	Housatonic:					
Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	"	1891	...	1st Mortgage sinking fund....	191,000	7	Jan. & July.	Bridgeport.	1877
Sterling Loan (\$1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885
Eric and Pittsburg (Penn.):							3d Mortgage of 1868.....	50,000	7	April & Oct.	"	1889
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1862	...	Houston and Texas Central:					
2d Mortgage.....	153,000	7	March & Sept.	"	1890	...	1st Mortgage L.G. skg fund, gold	3,400,000	7	Jan. & July.	New York.	1891
Consolidated Mortgage tax free.....	1,674,000	7	Jan. & July.	"	1893	...	Hudson River (N.Y.Cen. & H.R.):					
European & North American:							1st Mortgag.	200,000	7	Feb. & Aug.	New York.	1870
1'go'n L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	...	2d Mortgage, sinking fund....	1,894,000	7	June & Dec.	"	1885
1st m. R. & L'd (B to Win. 45 m)	2,000,000	6*	"	"	1899	...	3d Mortgage.....	180,000	7	May & Nov.	"	1875
Evansville and Crawfordsville:							Huntington and Broad Top Mt.:					
1st Mortgage (Ev. & Ill.R.R.)....	350,000	7	Jan. & July.	New York.	1889	...	1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890
1st Mortgage (Ev. & Chi. R.R.)....	740,000	7	May & Nov.	"	1889	...	2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875
1st Mort. (Rockville Extension)....	150,000	7	Feb. & Aug.	"	1881	...	1st Mortgage (Consol.)....	1,069,000	7	April & Oct.	"	1895
Consolidated Mortgage.....	.....	7	Jan. & July.	"	1889	...	Illinois Central					
Evansville, Henderson & Nashv.:							1st Mortgage Construction....	3,090,000	7*	April & Oct.	New York.	1875
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	...	1st Mortgage Construction....	332,000	6*	"	"	1875
Fall River, Warren & Providence:							Redemption currency.....	2,500,000	6	"	"	1890
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	...	Redemption, sterling.....	2,500,000	6*	"	"	1890
Flemington (Belv. Del.):							Illinois & South. Iowa (T.W. & W.):					
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882
Flint and Peto Marquette:							1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900
1st Mortgage L.G., 1st mort.	267,000	7	May & Nov.	New York.	1880	...	1st Mortgage Construction....	5,000,000	7*	April & Oct.	"	104
1st Mortgage L.G., 2d mort.	319,000	7	Jan. & July.	"	1887	...	1st Mortgage construction....	1,500,000	8	"	"	1890
1st Mortgage L.G., 3d mort.	1,200,000	8	March & Sept.	"	1888	...	Redemption, gold.....	1,539,500	7	April & Oct.	New York.	1888
F. & Holly R.R. b'd's (\$25,000 a yr).....	500,000	10	May & Nov.	"	1888	...	1st Mortgage (Ind. & Cen.) 95 m	2,770,000	7	Feb. & Aug.	"	1897
Flushing & North Side (L. I.):							1st Mortgage (I. C. & L.) 179 m.	1,566,000	7	June & Dec.	"	1890
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	...	1st Mortgage (Cin. and Ind.)...	500,000	7	"	"	1893
Fonda, Johnston & Gloversville:							2d Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	"	77-78
1st Mortgage.....	300,000	7	.....	New York.	1889	...	Indianapolis, Crawfordsv. & Danv.:	1,500,000	7*	Jan. & July.	New York.	1888
Ft. W., Jackson & Sag. (Mich. C.):							1st Mortgage.....	1,539,500	7	April & Oct.	"	1888
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	...	2d Mortgage.....	2,770,000	7	Feb. & Aug.	"	1888
Ft. W., Muncie & Cin. (F.W.J.S.):							1st Mortgage (May 1, 1862)....	1,700,000	7	May & Nov.	New York.	1882
1st Mortgage guaranteed....., gold	1,900,000	7*	Jan. & July.	New York.	1889	...	1st Mortgage guaranteed.....	1,480,000	7	Feb. & Aug.	"	1888
Galena & Chic. Union (C. & N. W.):							2d Mortgage guaranteed.....	1,700,000	7	May & Nov.	"	1889
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	...	Ionia & Lansing (D.L. & L. Mich.):					
2d Mortgage.....	985,000	7	May & Nov.	"	1875	105	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879
2d Mortgage.....	200,000	7	Jan. & July.	"	1884	98	2d Mortgage assumed.....	300,000	8	May & Nov.	"	1880
Miss River Bridge bonds.....	.....	.....	.....	.....	.....	...	Iowa Falls & Sioux City (Ia.Cen.):					
Georgia:							1st Mortgage of April 1, 1869....	2,960,000	7	April & Oct.	New York.	1899
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	71-78	...	1st Mortgage of April 1, 1869....	1,480,000	7	May & Nov.	New York.	1908
Goshen and Deckertown (Erie):							Iowa Midland (C. & N. W.):					
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	...	1st Mort. of Aug. 1, 1870 guar....	18,000pm	8	Feb. & Aug.	New York.	1900
Br. Rapids & Indiana (P.F.W. & C.):							Iowa Southern:					
1st Mortgage guar half yr....gold	4,000,000	7*	Jan. & July.	New York.	1899	...	1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908
1st Mortgage half year....gold	4,000,000	7*	April & Oct.	"	1899	...	1st Mortgage.....	1,000,000	7	May & Nov.	Philadelphia.	1875
Grand Trunk (Ca.):							1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	.....		2d Mortgage.....	1,496,000	8	Jan. & July.	New York.	1885
2d Preference Bonds £1,610,264	8,051,320	4*	"	"	...		1st Mortgage of 1865.....	1,496,000	8	March & Sept.	"	102
3d Preference Stock £158,510	3,732,550	4*	"	"	...		2d Mort. of 1868 for \$500,000....	100,000	8	May & Nov.	"	102
4th Preference Stock £5,571,210	27,855,605	4*	"	"	...		Consolidated Mort. for \$5,000,000....	8	May & Nov.	"	102	
Equipment Bonds £610,486	3,052,400	6*	April & Oct.	"	...		James'n & Frank. (L.S. & M. So.):					
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	...		1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897
Provincial Debentu's £3,111,500	15,537,500	5*	"	"	...		2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894
Brent Falls and Conway:							Jefferson (Erie):					
1st Mortgage.....												

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due	Price	Description of Bonds.	Amount.	Rate	Interest Payable.		Due	Price
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indiana:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	...	1st Mort. of 1858.....	\$963,000	6	April & Oct.	Philadelphia.	1872	99
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	...	1st Mort. of 1868 (coup®.)...free	3,343,000	6	June & Dec.	"	1898	98
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1882	...	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	Feb. & Aug.	"	1900	106
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	...	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	...
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	...	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	109	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):	800,000	8	Jan. & July.	New York.	1874	...	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	...
1st Mortgage, guaranteed.....							Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1890	...
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	...
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	...	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905	...
2d Mortgage.....	800,000	7	March & Sept.	"	1892	...	1st Mortgage ().....	433,000	6	"	"	1905	...
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	...	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold.....	6*	Jan. & July.	Boston	1899	30	
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	...	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91	1st Mortgage.....						
Junction and Breakwater:							1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	...
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	...	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890	...
Kalam. Alleg. & Gr. R. (L.S. & M.S.):							1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	...
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	92	Long Branch and Sea Shore:						
Kalamazoo, & S. Haven (M.Cen.):							1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	...
Kalam. & Three Riv. (L.S. & M.S.):							1st Mortgage (Glen Cove Br.).....	150,000	8	May & Nov.	"	1893	...
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	...	General Mortgage of 1869.....	775,000	8	"	"	1899	...
Kalam. & W. Pigeon (L.S. & M.S.):							Louisville & Miss. Riv. (Ch. & Al.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	...	1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	...
Kansas City and Santa Fe:							Louisville, Cincin. and Lexington:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	...	1st Mortgage (Main Stem).....	1,285,000	7	Jan. & July.	New York.	1877	...
Kan. City, St. Jo. & Coun. Bluffs:							Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	'86-'87	...
1st Mortgage (consolid.) 204 m.	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	...	Louisville Loan (Lebanon Br.).....	225,000	6	May & Nov.	"	1887	...
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	...	1st Mortgage (Memphis Br.).....	197,000	7	"	"	'71-'75	...
2d Mort. (" " 52 m.)	150,000	10	"	"	1872	...	1st Mortgage (Bardstown Br.).....	1,000	7	Jan. & July.	"	1870	...
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	1st Mort. (Lebanon Br. Ext.).....	89,000	7	May & Nov.	"	'80-'85	...
2d Mort. (" " 80 m.)	539,500	8	June & Dec.	"	1874	82	Louisville Loan (Leb. Br. Ext.).....	323,000	6	April & Oct.	"	1893	...
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...	Consolid. mort. of April 1, 1868.....	5,500,000	7	"	"	1898	...
1st Mort. (" " 61 m.)....	1,500,000	7	"	"	1893	...	Lowell & Lawrence (B. & L.):						
Kansas Pacific (U. Pac. E. D.):							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston	1878	...
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	...	Macon and Brunswick:						
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	...	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	...
1st Mort. on Branch 34 m....	600,000	7	May & Nov.	"	1896	...	2d Mortgage of 1869.....	1,000,000	8	April & Oct.	"	1889	...
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	171-76	...	3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	1890	...
1st Mort. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	1899	...	Equipment Mortgage.....	150,000	...				
1st Mort. on lands E. of 380th m. gold	2,000,000	6	Jan. & July.	"	1880	...	Macon and Western:						
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	1900	95-97	1st Mort. of Oct. 1870.....	150,000	7	April & Oct.	New York.	1890	...
3d Mort. Income on 428 m....	4,275,000	7	(after 5 years.)	"	1916	...	1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	1874	...
Kent County (Del.):							1st Mort. and Nashville:						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	...	1st Mortgage, (Main Stem).....	1,285,000	7	Jan. & July.	New York.	1877	...
Kentucky Central (Cov. & Lex.):							Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	'86-'87	...
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	...	1st Mortgage (Lebanon Br.).....	225,000	6	May & Nov.	"	1887	...
2d Mortgage March 1863.....	844,000	7	"	"	1883	...	1st Mortgage (Memphis Br.).....	197,000	7	"	"	'71-'75	...
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	...	1st Mortgage (Bardstown Br.).....	1,000	7	Jan. & July.	"	1870	...
Keokuk, Iowa City and Minn.:							1st Mort. (Lebanon Br. Ext.).....	89,000	7	May & Nov.	"	'80-'85	...
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	...	1st Mort. (Leb. Br. Ext.).....	323,000	6	April & Oct.	"	1893	...
2d Mortgage.....	5,000pm	7	"	"	1891	...	Consolid. mort. of April 1, 1868.....	5,500,000	7	"	"	1898	...
Keokuk and St. Paul (C.B. & Q.):							Lowell & Lawrence (B. & L.):						
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	1879	95	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston	1878	...
Lackawanna and Bloomsburg:							Macon and Brunswick:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	...	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	...
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	...	2d Mortgage of 1869.....	1,000,000	8	April & Oct.	"	1889	...
2d Mortgage.....	500,000	7	April & Oct.	"	1880	...	3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	1890	...
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	...	Equipment Mortgage.....	150,000	...				
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	...	Macon and Western:						
Income Mortgage.....	79,335	7	April & Oct.	"	1871	...	1st Mort. of Oct. 1870.....	150,000	7	Jan. & July.	New York.	1880	...
La C. Trempele & Pres. (C. & N.W.):							1st Mort. endorsed by State.....	1,285,000	7	Jan. & July.	New York.	1877	...
1st Mortgage, guaranteed.....	800,000	7	"	"	1890	...	2d Mortgage of 1869.....	1,000,000	8	April & Oct.	"	'86-'87	...
Lafayette, Bloomington & Miss.:							3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	1887	...
1st Mortgage.....	1,300,000	7	"	"	1890	90	Equipment Mortgage.....	150,000	...				
Lafayette, Muncie & Blooming:							Macon and Western:						
1st Mortgage.....	1,800,000	8	"	"	1890	...	1st Mort. of Oct. 1870.....	150,000	7	Jan. & July.	New York.	1880	...
Keokuk and St. Paul (C.B. & Q.):							1st Mort. endorsed by State.....	1,285,000	7	Jan. & July.	New York.	1877	...
1st Mortgage, guar. and tax free.....	1,000,000	7	April & Oct.	New York.	1875	...	2d Mortgage of 1869.....	1,000,000	8	April & Oct.	"	'86-'87	...
1st Mortgage (Extension).....	484,000	7	"	"	1886	...	3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	1889	...
2d Mortgage.....	500,000	7	"	"	1880	...	Equipment Mortgage.....	150,000	...				
2d Mortgage (Extension).....	200,000	7	"	"	1880	...	Marietta and Cincinnati:						
Income Mortgage.....	200,000	7	March & Sept.	"	1882	...	1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	...
Income Mortgage.....	79,335	7	April & Oct.	"	1882	...	Marquette and Ontonagon:						
La C. Trempele & Pres. (C. & N.W.):							1st Mortgage.....	1,050,000	7	Feb. & Aug.	London.	1891	...
1st Mortgage, guaranteed.....	800,000	7	"	"	1882	...	1st Mortgage, Dollar.....	2,454,528	7	Feb. & Aug.	Baltimore.	1891	102
1st Mortgage.....	1,300,000	7	"	"	1882	...	2d Mortgage.....	2,500,000	7	May & Nov.	"	1891	91
1st Mortgage.....	1,800,000	8	"	"	1882	...	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	New York.	1890	83
1st Mort. (Scioto & Hocking).....	1,344,000	7	Jan. & July.	"	1900	100	1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	Baltimore.	1890	...
1st Mort. (M.S. & N.In.R.R. 521m).....	5,266,000	7	May & Nov.	"	1885	103	1st Mort. and Pittsburg:						
2d Mort. (" ")	2,638,000	7	"	"	1877	100	1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	...
1st Mort. (June R.R. 49 m.)....	115,000	7	June & Dec.	"	1872	...	Marquette and Ontonagon:						
1st Mort. (D.M. & Tol.R.R. 65 m.)	2,014,000	7	"	"	1886	...	1st Mort.	150,000	8	June & Dec.	Boston.	1876	...
1st Mort. (K. & W.P. R.R. 37 m.)	864,000	7	April & Oct.	"	1886								

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.
			When.	Where.	Due.					When.	Where.	Due.	
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage gold	\$1,100,000	7* Jan. & July.	New York.	1900	....		1st Mortgage	\$600,000	7 Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville:						
1st Mortgage, guaranteed	188,000	6 Feb. & Aug.	Philadelphia.	1897	....		1st Mortgage	800,000	7 May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed	182,000	7 March & Sept.	New York.	1874	....		1st Mortgage	172,500	6 Jan. & July.	Boston.	1851	....
2d Mortgage, "	10,500	7 Jan. & Dec.	"	1898	....		New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000.	972,000	6* May & Nov.	London.	1867	....
1st Mortgage, (assumed)	3,674,000	8* Feb. & Aug.	New York.	1898	....		Newburg & New York (Erie):						
2d Mortgage, ("")	1,315,000	7.3 " " "	1898	....			1st Mortgage for \$600,000.	250,000	7 Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage	5,502,000	7 Jan. & July.	New York.	1893	92		1st Mortgage	75,756	7 April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer):	791,500	8 May & Nov.	"	1874	....		Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.):	3,798,000	7 Jan. & July.	"	1897	91		1st Mortgage for \$150,000.	91,800	7 May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.):	207,000	7 " "	"	1898	....		New Haven and Darby:						
1st Mortgage (Iowa & Dak.):	1,008,000	7 " "	"	1874	....		1st Mortgage for \$150,000.	150,000	7 May & Nov.	New Haven	1888	....
1st Mortgage (P. du C.Div.):	3,674,000	8 Feb. & Aug.	"	1898	108		New H., Middlet' n & Williman:						
2d Mortgage (P. du C.Div.):	1,315,000	7.3 " " "	1898	83			1st Mort. for \$3,000,000, tax free.	2,200,000	7 May & Nov.	New Haven	1889	....
2d Mortgage 370 miles.	1,191,000	7 April & Oct.	"	1884	....		2d Mortgage for \$1,500,000.	6 Jan. & July.	"	"	1891	....
Income Mortgage	20,000	7 Jan. & July.	"	1873	....		New H. & Northampton (Canal):						
Milwaukee City Loan	233,000	7 March & Sept.	"	1891	....		1st Mortgage	1,000,000	7 Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.	234,000	7 Jan. & July.	"	1891	....		Convertible, tax free.	400,000	6 April & Oct.	"	1880	....
Real Estate Purchase	145,500	7 various.	"	1898	....		2d Loan	300,000	6 Feb. & Aug.	New York.	1875	....
Incumbrances assumed	33,539	7	"	1898	....		3d (State Loan)	450,000	6 " "	"	1878	....
Mineral Point:							New Jersey Midland (N.Y.&OM.):						
1st Mortgage, Dec. 21, 1868.	320,000	10 Jan. & July.	New York.	1890	....		1st Mortgage	3,000,000	7* Jan. & July.	New York.	1895	....
Minnesota and North Western:							2d Mortgage	400,000	7 " "	"	1891	....
1st Mort. sinking fund gold	20,000	7* Jan. & July.	New York.	1895	....		New Jersey Southern:						
Mississippi Central:							1st Mortgage of Sept. 10, 1869.	2,000,000	7 May & Nov.	New York.	1889	79	
1st Mortgage (Miss. Cen.):	1,354,000	7 May & Nov.	New York.	1873	....		1st Mortgage (Tom's Riv. Br.):	120,000	6 Feb. & Aug.	"	1890	....
2d Mortgage ("")	2,000,000	8 Feb. & Aug.	"	1876	....		New Jersey West Line:						
1st Mort. (Miss. Cen. & Tenn.):	25,000	6 April & Oct.	"	1863	....		1st Mort. for \$3,000,000 gold		7* May & Nov.	New York.	1900	....
Tennessee Loan bonds	1,278,930	6 Jan. & July.	"	1892	....		New London Northern:						
Mississippi, Ouachita & Red Riv.:							1st Mortgage	51,000	7 June & Dec.	New London.	1875	....
1st Mortgage	12,000	7* — & —	New York.	1900	....		1st Mortgage, Extended.	370,000	7 March & Sept.	"	1885	....
Land Mort. (257,000 acres) gold	1,000,000	7* — & —	"	1900	48		Consol. Mortgage	230,000	7 April & Oct.	New York.	1888	....
Arkansas State Loan	16,000	7 — & —					New Orleans, Mobile and Texas:						
Mississippi and Tennessee:							1st Mortgage, skg fd, 227 m. gold	12,500pm	8* — & —	New York.	1910	....
1st Mortgage of April 1, 1856.	600,000	7 April & Oct.	"	1876	....		2d Mort. endor by Louis.	12,500pm	8* — & —	"	1910	....
Consolidated Mortgage of 1866.	1,179,500	8 March & Sept.	"	'81-'93	....		New Orleans, Jackson & Gt. North.						
Mississippi River:							1st Mortgage of July 1, 1856 gold	8,000,000	8* Jan. & July.	Lond. & N. Y.	1886	....
1st Mortgage	17,000	7 — & —	New York.	....	....		2d Mortgage of Oct. 1, 1860 gold	1,500,000	8* April & Oct.	New York.	1890	....
Mississippi, Iowa & Nebraska:							Income Mortgage of 1870 gold	2,000,000	7 May & Nov.	New Orleans.	1890	....
1st Mort. of June 1, 1870 gold	.....	7* June & Dec.	New York.	1910	....		City Extension Mort.	1,000,000	7* — & —	"	1890	....
Missouri, Kansas and Texas:							New Orleans, Mobile and Texas:						
1st M. RR & land (U.P.S.B.) SF	4,145,000	6 Jan. & July.	New York.	1890	....		1st Mortgage, skg fd, 227 m. gold	12,500pm	7* Jan. & July.	N.Y. or Lond.	1915	....
1st M. (Tebb & Nesho) S.F. gold	2,000,000	7* June & Dec.	"	1903	....		1st Mortgage, skg fd, 227 m. cur.	12,500pm	8 " "	New York.	1915	....
Consol. L.G. S.F. (\$14,000,000) gold	1,605,000	7* Feb. & Aug.	"	1904	....		2d Mortgage on 227 miles cur.	12,500pm	8 " "	"	1915	....
Missouri River, Ft. Scott & Gulf:							New Orleans and Selma:						
1st Mortgage of Jan. 1, 1869.	5,000,000	10 Jan. & July.	New York.	1899	90		1st Mort. endor by Ala.	16,000pm	8 Jan. & July.	New York.	1900	....
2d Mortgage of April 15, 1870.	1,400,000	10 April & Oct.	"	1890	91		1st Mortgage	3,000,000	7* May & Nov.	N.Y. or Lond.	1889	....
Missouri Valley (K.C.S. & J.C.B.):							Debt Certif. & Premium Bonds.	5,936,626	6 May & Nov.	New York.	1883	97	
1st Mortgage on 61 miles.	1,500,000	7 Feb. & Aug.	Boston.	1893	....		Bonds for Debts assumed.	1,514,000	7 May & Nov.	"	1883	101	
1st Mortgage	1,000,000	7* " "	"	1893	....		Bonds for B. & N. Falls R.R.S.T.	76,000	6 Feb. & Aug.	"	1883	....
Mobile & Alabama Grand Trunk:							Bonds for railroad stocks.	592,000	6 " "	"	1883	....
1st Mort. endorsed by Ala.	16,000	8 Feb. & Aug.	New York.	....	....		Bonds for real estate.	162,000	6 " "	"	1883	....
Mobile and Girard:							Bonds and mortgages for R. E.	22,800	7 various	"	var.	....
1st Mortgage	377,500	7 Jan. & July.	New York.	1877	....		Bonds Convertible till Aug. 1, '69	195,000	7 Feb. & Aug.	"	1876	....
2d Mortgage, endorsed by Ala.	300,000	7 " "	"	1878	....		Bonds in place of bonds of 1854.	2,000,000	6 June & Dec.	"	1887	95	
Plain Bonds	33,500	7 — & —	Mobile.	....	....		1st Mort. (Hudson Riv. R.R.):	200,000	7 Feb. & Aug.	"	1871	....
Mobile and Montgomery:							2d Mort. ("") S.F.	1,891,000	7 June & Dec.	"	1885	106	
1st Mortgage of 1868.	1,250,000	8 May & Nov.	New York.	1888	....		3d Mort. ("")	180,000	7 May & Nov.	"	1875	103	
Mobile and Ohio:							Conv. B'ds ("")	8,000	7 " "	"	1867	....
1st Mortgage	5,470,000	8* May & Nov.	New York.	1882	....		New York and Fort Lee (Erie):						
1st Mortgage Sterling	5,470,000	8* " "	London.	1882	....		1st Mortgage	20,000	7 Jan. & July.	New York.	1888	....
Interest bonds (10 issues)	803,700	8 " "	New York.	1878	....		New York and Flushing (F. & N.S.):						
Interest bonds sterling	377,900	8 " "	"	1883	....		1st Mortgage	135,000	7 — & —	New York.	1876	....
Income Mortgage	755,400	8 " "	London.	1883	....		New York and Harlem:						
Montgomery & Erie (Erie):	1,151,900	8 various.	New York.	1883	....		1st Mortgage of 1853	3,000,000	7 May & Nov.	New York.	1873	101	
1st Mortgage	177,000	7 Jan. & July.	New York.	1886	....		4th Mortgage of 1861	99,500	7 June & Dec.	"	1871	....
Montgomery and Eufala:							Consolidated mortgage of 1863.	1,767,000	6 Feb. & Aug.	"	1893	96	
1st Mortgage of 1866, endorsed.	640,000	8 March & Sept.	New York.	1886	....		Sinking Fund mortgage of 1861.	112,305	7 Jan. & July.	"	1881	....
1st Mortgage of 1870, endorsed.	300,000	... June & Dec.	"	1900	....		Bonds of 1853, unsecured.	106,000	7 " "	"	1872	....
Montgomery & West Point (Wtn):							N. York, Housatonic & Northern:						
Mortgage of 1856.	16,000	8 Jan. & July.	New York.	Due.	....		1st Mortgage	141,500	7 — & —	New York.	1889	....
1st Mortgage	450,000	8 " "	"	1870	....		New York and New Haven:						
1st Mortgage	298,000	8 " "	"	1876	....		1st Mortgage	1,050,500	6 April & Oct.	New York.	1875	98	
2d Mortgage	254,000	8 " "	"	1881	....		New York & Oswego Midland:						
Income Mortgage	594,600	8 various.	Montgomery.	var.	....		1st Mort. for \$8,000,000 gold	3,800,000	7* Jan. & July.	New York.	1894	....
Montreal & Champlain:							1st Mortgage	83,000	6 Feb. & Aug.	New York.	1873	....
1st Mortgage Sterling £181,400.	882,813	6 Jan. & July.	London.	1890	....		1st Mortgage	80,000	6 " "	"	1878	....
2d Mortgage	370,000	8 " "	New York.	1879	....		1st Mortgage	512,000	7 Jan. & July.	"	1899	....
Morris and Essex:							Niles and New Lisbon:						
1st Mortgage, Sinking Fund	5,000,000	7 May & Nov.	New York.	1914	107		1st Mortgage	500,000	7 — & —	Philadelphia.	1889	....
2d Mortgage	3,000,000	7 Feb. & Aug.	"	1891	101		1st Mortgage, guaranteed	414,350	6 March & Sept.	Boston.	1854	....
Convertible bonds	600,000	7 Jan. & July.	"	1900	....		1st Mortgage	110,500	7 Jan. & July.	New York.	1877	....
Construction bonds	3,584,000	7 Feb. & Aug.	"	1889	97		1st Mortgage	396,000	8 " "	"	1877	....
Muscatine (South-Western):							2d Mortgage	416,000	8 " "	Norfolk.	1893	....
1st Mortgage	330,000	7 Jan. & July.	Savannah.	1887	....		North Carolina:						
Nashville and Chattanooga:							Mortgage Bonds	89,500	8 May & Nov.	Shops, N. C.	1877	....
1st Mortgage, endorsed by Tenn.	1,546,000	6 Jan. & July.	New York.	1890	....		Mortgage Bonds	193,500	8 " "	"	1877	....
1st Mortgage not endorsed.	23,000	6 " "	"	1890	....		Mortgage Bonds	209					

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.	
North Missouri:							Pemberton & N. York (N.J.S.):							
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	93	1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	...	
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	...	Peninsular (C. & N. W.):	855,000	7	March & Sept.	New York.	1898	91	
3d M. of Oct. 1869 (7 p.c after 5 yrs)	3,000,000	10	"	"	1888	...	1st Mortgage, guaranteed	1,800,000	7	May & Nov.	New York.	1899	...	
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):							
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100	1st Mortgage, gold	1,500,000	7	June & Dec.	Philadelphia.	1896	97	
Chattel Mortgage	380,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:	1,500,000	7	"	"	1906	...	
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97	1st Mortgage	1,500,000	7	"	"	1906	...	
Northern Central:							Penobscot and Kennebec (M. C.):							
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	...	1st Mortgage, Bangor (Loans):	577,000	6	April & Oct.	Bangor.	1872	...	
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	95	2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	...	
3d Mortgage	1,223,000	6	April & Oct.	"	1900	90	Peoria & Bureau Val (C. R. I. & P.):	600,000	8	Jan. & July.	New York.	1877	...	
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	98	1st Mortgage guaranteed	Peoria & Hannibal (C. B. & Q.):	600,000	8	Jan. & July.	Boston.	1878	...
Consol. Mort. of July 1868	2,019,000	6	"	"	1900	93	1st Mortgage, tax free	600,000	8	Jan. & July.	"	1878	...	
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	...	Peoria, Pekin and Jacksonville:	1,500,000	7	Jan. & July.	New York.	1894	...	
Northern New Hampshire:							1st Mort. of May 1, 1867:	1,000,000	7	Jan. & July.	"	1900	...	
Northern New Jersey (Erie):							2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	...	
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	...	Peoria and Rock Island:	1,500,000	7*	April & Oct.	New York.	1900	...	
Northern Pacific:							1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	86	
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	...	Perkiomen (Phila. & Rdg.):	Perth Amboy and Woodbridge:	100,000	6	— & —	New York.	1886	...
North Western Virginia:							1st Mortgage, guaranteed	100,000	6	— & —	"	1886	...	
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore.	1873	99	Peterburg:	Peterburg:	3,094	6	Jan. & July.	New York.	1871	...
3d Mortgage ("")	140,000	6	"	"	1885	92	Mortgage Bonds	25,500	7	"	"	1885	...	
Norwich and Worcester:							Mortgage Bonds	266,500	8	"	"	79-98	...	
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	...	Philadelphia and Baltimore Cent.:	1st Mortgage (Penn. Div.):	800,000	7	Jan. & July.	Philadelphia.	1879	...
Plain bonds	59,000	7	June & Dec.	"	1874	...	1st Mortgage (Md. Div.):	6	"	"	"	1891	...	
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	...	Philadelphia and Erie (Penn.):	1st Mortgage	5,000,000	6	March & Sept.	Philadelphia.	1881	91
Construction bonds	250,000	7	Jan. & July.	"	1877	...	2d Mortgage	3,000,000	7	Jan. & July.	"	1888	90	
New bonds of 1870	22,900	7	"	"	1890	...	3d Mortgage	3,598,000	6	"	"	1920	...	
Nyack and Northern:							1st Mortgage (Sunbury & Erie):	1,000,000	6	April & Oct.	"	1877	101	
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...	Philadelphia, German & Norist:	1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	...
Oakland & Ottawa (D. & M.):							Philadelphia and Reading:	Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	...
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	...	Debenture Loan of 1868	1,121,000	6	"	"	1893	82	
1st Mortgage ("") dollar..	51,000	7	"	New York.	1873	...	Debenture Loan of 1870	2,625,000	7	"	"	1890	...	
Ogdensburg and Lake Champlain:							Mortgage Loan of 1857, conv...	143,500	6	"	"	1886	...	
1st Mort. conv. into pref. stock.	4,800	7	Jan. & July.	Boston.	1869	...	Mort. Loans of 1843-44 48 & 49.	1,521,000	6	"	"	1880	93	
2d Mort. conv. into com. stock..	25,200	7	April & Oct.	"	1861	...	Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103	
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	100	Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	...	
Ohio and Mississippi:							Sterling Loan of 1843	976,800	6*	"	"	1880	...	
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101	Sterling Loan of 1836	288,000	7*	"	"	172-77	...	
1st Mortgage, (W. Div.)	850,000	7	"	"	1872	...	Philadelphia, Wilmington & Balt.:	Mortgage convertible	349,000	6	Jan. & July.	Philadelphia.	1884	...
2d Mortgage, (W. Div.) conv...	534,000	7	"	"	1874	88	Plain Bonds	600,000	6	April & Oct.	"	1871	...	
Income Mort., (W. Div.):	221,500	7	April & Oct.	"	1882	...	Plain Bonds	400,000	6	"	"	1876	...	
Funded Debts Mort. (W. Div.):	16,500	7	"	"	1882	...	Plain Bonds	1,000,000	6	"	"	1887	...	
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	97	Pittsburg, Cin. & St. Louis (Pa.):	1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	...
Consolidated Mort. (sterling):	101,850	7	"	"	1898	...	2d Mort. conv. (Steuben & Ind.):	3,820,000	6	March & Sept.	"	74	...	
Oil Creek and Allegheny River:							Pittsburg & Connellsville (B. & O.):	1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83	2d Mort. conv.	349,000	6	Jan. & July.	Philadelphia.	1884	...	
1st Mortgage	580,000	7	April & Oct.	"	1882	...	Plain Bonds	600,000	6	April & Oct.	"	1871	...	
1st Mortgage	200,000	7	June & Dec.	"	1871	...	Plain Bonds	400,000	6	"	"	1876	...	
2d Mortgage	71,000	7	May & Nov.	"	1871	...	Plain Bonds	1,000,000	6	"	"	1887	...	
Consolidated Mortgage	819,000	7	"	"	1888	79	Pittsburg, Ft. Wayne & Chicago:	1st Mortgage (Series A):	875,000	7	Jan. & July.	New York.	1912	105
Old Colony and Newport:							1st Mortgage (Series B):	875,000	7	Feb. & Aug.	"	1912	...	
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102	1st Mortgage (Series C):	875,000	7	March & Sept.	"	1912	...	
Plain Bonds	1,000	6	March & Sept.	"	1874	96	1st Mortgage (Series D):	875,000	7	April & Oct.	"	1912	...	
Plain Bonds	485,000	6	April & Oct.	"	1875	96	1st Mortgage (Series E):	875,000	7	May & Nov.	"	1912	...	
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95	1st Mortgage (Series F):	875,000	7	June & Dec.	"	1912	...	
Plain Bonds	34,000	6	"	"	1884	...	2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	...	
Omaha and Southwestern:							2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	...	
1st Mort. (North Platte Div.):	300,000	8	June & Dec.	New York.	1890	92	2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912	...	
Orange, Alexandria & Manassas:							2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912	...	
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94	2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912	...	
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	85	2d Mortgage (Series M):	860,000	7	June & Dec.	"	1912	...	
3d Mort.	598,000	8	May & Nov.	Richmond.	1873	92	3d Mortgage	2,000,000	7	April & Oct.	"	1912	99	
4th Mort.	574,000	8	March & Sept.	Alexandria.	1890	84	Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	...	
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	83	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	...	
Va. State Loan	249,962	7	"	"	1893	...	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	...	
Osage Valley & Southern Kansas:							Port Huron & Lake Michigan:	1st Mortgage of May 1, 1869...	1,800,000	7*	May & Nov.	New York.	1899	...
1st Mortgage (5-20 years):	200,000	10	Jan. & July.	New York.	1888	...	1st Mortgage (Series A):	875,000	7	Jan. & July.	"	1912	...	
Oswego and Rome (B. W. & O.):							1st Mortgage (Series B):	875,000	7	Feb. & Aug.	"	1912	...	
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1916	...	1st Mortgage (Series C):	875,000	7	March & Sept.	"	1912	...	
Income Mortgage, guar...	112,100	6	Feb. & Aug.	"	1891	...	1st Mortgage (Series D):	875,000	7	April & Oct.	"	1912	...	
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E):	875,000	7	May & Nov.	"	1912	...	
1st Mort. guaranteed	112,000	7	May & Nov.	New York.	1870	...	1st Mortgage (Series F):	875,000	7	June & Dec.	"	1912	...	
2d Mort. guaranteed	375,000	7	"	"	1885	...	2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	...	
Ottawa, Osw. & Fox R. V. (C. B. & Q.):							2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	...	
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	95	2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912	...	
Owensboro' and Russellville:							2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912	...	
1st Mortgage	200,000	6	April & Oct.	New York.	1886	...	2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912	...	
Pacifics of Mo.:							2d Mortgage (Series M):	860,000	7	June & Dec.	"	1912	...	
1st Mort. construction (Dresden)	74,000	6	Feb. & Aug.	New York.	1880	...	3d Mortgage	2,000,000	7	April & Oct.	"	1912	...	
1st Mortgage	7,000,000	7*	Jan. & July.	"	1880	99	Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	...	
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	...	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	...	
St. Louis County Loan	700,000	6	Feb. & Aug.	"	"	100,000	7	Jan. & July.	"	"	"	1877	...	
Panama:							Port Huron & Lake Michigan:	1st Mortgage of May 1, 1869...	1,800,000	7*	May & Nov.	New York.	1899	...
Sterling Bonds £152,775 at 4.35.	740,959	7*	Feb. & Aug.	London.										

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Reading and Columbia (P. & R.):											
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	...					
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	...					
Rensselaer and Saratoga:											
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873						
2d Mortgage.....	300,000	7	"	"	1880						
3d Mortgage.....	150,000	7	"	"	1887						
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886						
1st Mort. (T. S. & R.) assumed.....	500,000	7	May & Nov.	"	1890						
1st Mortgage (G. F. Br.) assumed.....	125,000	7	Jan. & July.	"	1894						
Richmond and Danville:											
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York	1880	...					
1st Mortgage guar. by Va.	158,100	6	"	"	1875	82					
Consolidated Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	"76-'90						
4th Mortgage.....	64,500	6	"	Richmond.	"73-'75						
Bonds to Roanoke Val. R. R. Co.											
Rich, Frederickburg & Potomac:											
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875						
Dollar Bonds.....	124,489	6	"	Richmond.	var						
Dollar Bonds.....	274,228	7	"	"	var						
Richmond and Petersburg:											
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var						
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	"72-'80						
Richmond and York River:											
1st Mortgage (new).....	600,000	8	Jan. & July.	New York	1893						
Roanoke Valley (R. & Dan.):											
1st Mortgage, guaranteed.....	129,600	8	Feb. & Aug.	Richmond.	"71-'76						
Rochester & Genesee Val. (Erie):											
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York	1876						
Rockford, R. Island & St. Louis:											
1st Mortgage, conv. S.F. tax free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919						
Rocky River:											
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873						
Rome, Watertown & Ogdensburg:											
1st Mortgage (general) Skg Fund.....	632,500	7	June & Dec.	New York	1891						
1st Mort. (W. & R.) Skg Fund.....	796,900	7	March & Sept.	"	1880						
1st Mort. (Potdam & Watert.)	345,500	7	June & Dec.	"	"72-'74						
Rondout and Oswego:											
1st Mortgage.....	1,000,000	7	Jan. & July.	New York	1890	90					
Rutland (Verm. Central):											
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	70					
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	93					
Rutland & Burlington (Rutland):											
1st Mort. conv. into pref. stock....	70,000	7	Feb. & Aug.	Boston.	1863						
2d Mort. conv. into com. stock....	67,000	7	"	"	1863						
Saint Croix and Penobscot:											
1st Mort. (Cal. & Baring R.R.)...	95,200	6	Jan. & July.	Calais, Me.	1879						
2d Mort. (Cal. & Baring R.R.)...	17,500	6	"	"	1879						
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876						
St. Joseph & C.B.C. (K.C. & C.B.):											
1st Mortgage (80 m. in Missouri)....	1,400,000	10	March & Sept.	Boston.	1892	97					
2d Mortgage (" " " ")....	339,500	8	June & Dec.	"	1874	82					
St. Joseph & Denv. C. (E.D. 112m.):											
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102					
St. Joseph & Denv. C. (W.D. 160m.):											
1st M. R.R. lands of M'y14, '70 free....	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97					
St. Lawrence Industry (Can.):											
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887						
St. Louis, Alton and Terre Haute:											
1st Mortgage (Series A) skg Fd.	1,100,000	7	Jan. & July.	New York	1894	101					
1st Mortgage (Series B) skg Fd.	1,100,000	7	April & Oct.	"	1894						
2d Mortgage preferred (Series C)....	1,400,000	7	Feb. & Aug.	"	1894	92					
2d Mortgage preferred (Series D)....	1,400,000	7	May & Nov.	"	1894						
2d Mortgage Income (Series E)....	1,700,000	7	"	"	1884	82					
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894						
St. Louis, Conu, Bluffs & Omaha:											
1st Mortgage, guaranteed....gold	16,000pm	7*	Jan. & July.	New York	1901						
St. Louis and Iron Mountain:											
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York	1892	100					
St. Louis, Jacksonville & Chicago:											
1st Mortgage of Mar. 1, 1864....	2,365,000	7	April & Oct.	New York	1894	94					
2d Mortgage of May 1, 1868....	360,000	7	Jan. & July.	"	1898						
St. Louis, Lawr. & Denv. (Pacific):											
1st Mortgage, guaranteed....gold	1,020,000	6*	Jan. & July.	New York	1901						
St. Louis and Santa Fe:											
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891						
St. Louis and South Eastern:											
1st Mort. skg fund conv....gold	1,100,000	7	Jan. & July.	New York	1894	101					
St. Louis and St. Joseph (N. Mo.):											
1st Mort. of Nov. 2, 1868 gold, conv.	3,250,000	7*	May & Nov.	New York	"94-'96						
St. Louis, Van. & H. (T.H. & L.):											
1st Mortgage, S. F., guaranteed....	1,900,000	7	Jan. & July.	New York	1897						
2d Mortgage of May 1, 1868....	2,600,000	7	April & Oct.	"	1887						
St. Paul and Chicago (M. & St. P.):											
1st Mort. of 1870....gold	3,000,000	7*	J. A. J. & O.	New York	"90						
St. Paul and Pacific 1st Division:											
1st Mort. (St. P. to St. Paul 10m.)	120,000	8	March & Sept.	New York	1892						
1st Mort. (St. Paul to Wab. 80m.)	700,000	7	Jan. & July.	"	1892						
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	"	1892						
General Mort. R.R. & L. \$2,02,000											
General Mort., R. R. & Lands stg.	780,000	7*	Jan. & July.	London.							
1st M.C.W. Line & L. for \$3,000,000											
2d M.W. Line & L. for \$6,000,000											
St. Paul and Sioux City:											
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	New York	....					
Salem (W. Jer.):											
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878						
Salem and Lowell (B. & L.):											
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	92					
Sud. Mansfield & Newark (B.d.O.):											
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1900						
Saratoga & Whitehall (R. & S.):											
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York	"886						
Savannah, Griffin & North Ala.:											
1st Mort. Jan. 1, 1871, on \$4 m.	150,000	7	Jan. & July.	New York						

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where	Due.				When.	Where	Due.
Tioga:											
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	Western Union (M. & St. P.):				
Toledo, Peoria and Warsaw:							1st Mortgage for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York.
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	93	1st Mortgage.....	1896	....	
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	93	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	86	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	1896
Equipment sinking fund.....	94,000	8	Jan. & July.	"	1879	....	Consolidated mort. Apr. 1, 1869.....	979,000	7	April & Oct.	1899
Consolidated Bond Class A.....	1,406,000	7	May & Nov.	"	1911	....	West Shore Hudson River:				
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	100	1st Mortgage.....	4,000,000	7*	Jan. & July.	N.Y. or Lond.
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	Loan and Pocomoke:				
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	94	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	Williamston and Tarboro:				
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	88	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	92	Wilkin, Charlotte & Rutherford:				
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	94	1st mortgage.....	1,000,000	8	Jan. & July.	New York.
Troy and Boston:							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage.....	87-97	....	
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	87-97	....	
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	2d Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.
Convertible Bonds.....	648,000	7	"	"	1882	....	2d Mortgage.....	282,200	7	Jan. & July.	1902
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Weldon:				
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	576,888	6	Jan. & July.	London.
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	1881
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	1885
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Winona & St. Peter (C. & N. W.):	20,000pm	7	Jan. & July.	New York.
Union Pacific:							1st Mortgage.....	12,000pm	7	May & Nov.	80
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	1895-99	90	2d Mortgage.....				
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81	CANAL BONDS.				
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	87	Chesapeake and Delaware:				
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	1895-99	....	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.
Union Pacific—Central Branch:							Chesapeake and Ohio:				
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Sterling Loan, guaranteed.....	4,375,000	5*	"	London.
Union Pacific, E. D. (see K. Pac.):							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.
Union Pacific, S. Br. (M. K. & T.):							Delaware Division (L.C. & W.):				
1st M.R.R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.
Union and Titusville:							Delaware and Hudson:				
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.
Utica and Black River:							Mortgage bonds of 1870, tax free.....	3,500,000	7	Jan. & July.	"
1st Mortgage, July 1888.....	150,000	7	Jan. & July.	New York.	1878	....	Delaware and Raritan (See Camden and Abey R. R.):				
Vermont Central:							1st Mortgage.....	743,654	7	Jan. & July.	Philadelphia.
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	78	Chesapeake and Ohio:				
2d Mortgage.....	1,500,000	7	"	"	1891	30	Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	1876	98	Sterling Loan, guaranteed.....	4,375,000	5*	"	London.
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	99	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.
Stanstead, Shefford & Cham. b'd's	500,000	7	Jan. & July.	"	1887	79	Delaware Division (L.C. & W.):				
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	1887	99	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.
Vermont and Massachusetts:							Delaware and Hudson:				
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.
Convertible tax free, bonds.....	200,000	7	"	"	1879	93	Mortgage bonds of 1870, tax free.....	3,500,000	7	Jan. & July.	"
Vermont Valley (Vt. Central):							Delaware and Raritan (See Camden and Abey R. R.):				
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.
1st Mortgage.....	114,000	6	"	Boston.	1860	....	2d Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.
1st Mortgage.....	293,200	7	"	New York.	1859	....	2d Mortgage.....	4,006,670	6	Jan. & July.	Philadelphia.
Vicksburg and Meridian:							Plain Bonds.....	171,354	6	"	Philadelphia.
General Mort., 1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	....	Improvement bonds.....	305,500	6	May & Nov.	Philadelphia.
" " 2d series (blue).....	850,000	7	"	"	1890	....	Boat and Car Loan 1863.....	800,000	6	"	Philadelphia.
" " 3d series (black).....	154,000	7	"	"	1890	....	Boat and Car Loan 1864.....	633,650	7	"	Philadelphia.
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	Susquehanna (S. & Tide Water):				
Special Loan.....	225,438	8	Jan. & July.	"	1880	....	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.
Vineland:							2d Mortgage.....	700,000	6	"	Philadelphia.
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	3d Mortgage stg.	872,667	6*	"	Philadelphia.
Virginia & Tennessee (A. M. & O.):							1st Mortgage.....	97,510	6	Jan. & July.	Philadelphia.
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	95	2d Mortgage.....	300,000	6	Jan. & July.	Philadelphia.
2d Mortgage.....	4,000	6	"	"	1869	79	3d Mortgage.....	171,354	6	"	Philadelphia.
3d Mortgage.....	990,000	6	"	"	1884	....	Improvement bonds.....	305,500	6	May & Nov.	Philadelphia.
Income Mortgage.....	113,000	6	"	"	1866	....	Boat and Car Loan 1863.....	800,000	6	"	Philadelphia.
4th Mortgage.....	846,000	8	"	"	1900	90	Boat and Car Loan 1864.....	633,650	7	"	Philadelphia.
Registered Certificates.....	116,129	8	"	"	1880	....	Susquehanna (S. & Tide Water):				
Interest Funding Bonds.....	204,200	8	"	"	1880	....	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.
Wallkill Valley (20,000 per mile):							2d Mortgage.....	700,000	6	"	Philadelphia.
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	3d Mortgage stg.	872,667	6*	"	Philadelphia.
Ware River (N. & N.):							1st Mortgage.....	97,510	6	Jan. & July.	Philadelphia.
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	2d Mortgage.....	300,000	6	"	Philadelphia.
Warren (D. L. & W.):							3d Mortgage.....	436,333	6	"	Philadelphia.
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	Union:				
Warwick Valley (Erie):							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.
Washington and Ohio:							West Branch and Susquehanna:				
1st Mortgage 1868 for \$8,000,000.....							1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.
Watertown and Rome (R. W. & O.):							2d Mortgage.....	297,000	6	May & Nov.	Philadelphia.
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	3d Mortgage.....	13,000	6	"	Philadelphia.
Sinking Fund.....	796,900	7	"	"	1880	....	Wyoming Valley (Penna.):				
Westchester and Philadelphia:							1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	101	MISCELLANEOUS.				
3d Mortgage (8s compromised).....	557,400	6	April & Oct.	"	1878	....	American Dock & Improvement:				
Western Alabama:							1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	Consolidated (Md.) Coal:				
1st Mortgage (before consolid.).....	600,000	8	"	"	1888	....	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.
1st Mortgage (M. & W. Point R. R.):	700,000	8	Jan. & July.	"	1881	....	Pennsylvania Coal:				
Western (B. & Albany):							1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	....	2d Mortgage.....	2,000,000	7	June & Dec.	Philadelphia.
Albany Loan (A. & W. Steckbdge)	500,000	6	Jan. & July.	Boston.	1876	....	3d Mortgage.....	1,500,000	7	Jan. & July.	Philadelphia.
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	98	Long Dock:				
Western Maryland:							Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1860	92	Mariposa:				
2d Mortgage, preferred.....	600,000	6	"	"	1890	80	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.
Bonds endorsed by Balt.....	600,000	6	"	"	1890	94	2d Mortgage.....	2,000,000	7	April & Oct.	Philadelphia.
Bonds (July 1, 1870) endorsed by B.	1,400,000	6	"	"	1890	95	Quicksilver:				
Western North Carolina (E.D.):							1st Mortgage.....	500,000	7*	June & Dec.	New York.
1st Mortgage, Mar. 1, 1870....	1,400,000	8	Jan. & July.	New York.	1890	....	2d Mortgage.....	1,000,000	7*	Jan. & July.	New York.
Western Pennsylvania (Penn.):							Western Union:				
1st Mortgage, (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1863	83	1st Mortgage:	4,534,000	7	May & Nov.	New York.
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1866	....	2				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State and National Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Railroad.		Rolling Stock.		Freight.		Passenger.		Carried one mile.		Operations.		Earnings.		Value of shares.	
Years ending.		Cars.		B. M. E.		Engines.		Trains Moved.		Net.		Gross.		Market. Par.	
M.		M.		M.		M.		M.		\$		\$		per cent.	
Railroad in progress.		2d Track and Sidings.		Branch Line.		Main Line.		Railroad Operated.		Number.		Tons.		pe. \$	
M.		M.		M.		M.		M.		\$		\$		pe. \$	
Sept. 30, 1870	60,000	3	3	56	Alabama and Chattanooga.	New York.	2,881,918	2,881,918	60,000	31,185	406,771	633,940	18,116	100	
May 31, 1871	1,791,796	20	20	400	Alabama and Chattanooga.	Alabama.	10,500,000	10,500,000	2,700,000	7,893,000	2,000,000	17,865,922	100	100	
Sept. 30, 1870	42,000	22,0	22	21	Atlanta and Suquehanna.	1.	602,644	602,644	3,087,000	4,154,925	4,154,925	16,987,173	880,703	100	
Dec. 31, 1870	132,000	28	28	12	Allegheny Valley.	Pennsylvania.	10,294,814	10,294,814	7,206,350	7,611,000	4,192,165	10,226,385	67,597	100	
Jan. 31, 1871	132,000	28	28	12	Androscoggin and Elbridge.	Maine.	600,000	600,000	425,000	425,000	11,311,323	45,296,884	1,061,851	50	
June 30, 1870	24,500	5,0	5	10	22	Annapolis and Elbridge.	Maryland.	445,000	445,000	.....	.....	132,940	204,703	83,007	100
Dec. 31, 1871	24,500	5,0	5	18	Ashuelot.	New Hampshire.	566,000	566,000	.....	.....	20,5	.....	7,560	50	
Dec. 31, 1871	23,000	5,0	5	10	Atheneot.	Portsmouth & San Francisco.	.....	.....	.....	.....	42,6	182,850	7,539	100	
Dec. 31, 1871	23,000	5,0	5	10	Atlanta & Rich. Air-Line.	Ga. S. C. & N. C.	800,000	800,000	648,000	648,000	87,679	100	100	100	
May 31, 1871	155,000	8,9	8,9	6	Atlanta and West Point.	Alabama.	1,900,129	1,900,129	2,000	138,030	1,222,200	3,672	77,787	100	
June 30, 1870	87,187	80	80	36	Atlantic and Great West.	N. Y. Penn. & O.	69,588,566	69,588,566	29,598,685	29,598,685	2,000,000	65,901,000	54,138,269	100	
Dec. 31, 1870	387,132	18,14	18,14	28	Atlantic and Gulf.	Georgia.	1,742,372	1,742,372	2,000	275,879	1,796,226	200,000	87,772	100	
May 31, 1871	10,294,814	5,0	5	9	Atlantic and North Carolina.	N. Carolina.	2,177,028	2,177,028	1,796,226	1,796,226	2,000	156,000	88,811	100	
Dec. 31, 1871	10,294,814	5,0	5	10	Atlantic and Pacific.	1.	566,000	566,000	156,000	156,000	2,000	156,000	88,811	100	
Dec. 31, 1871	10,294,814	5,0	5	10	Atlanta and St. Lawrence.	N. H. & V.	9,329,287	9,329,287	1,796,226	1,796,226	2,000	156,000	88,811	100	
Dec. 31, 1871	10,294,814	5,0	5	10	Avon, Gereon and Mount Morris.	N. Y.	212,812	212,812	1,796,226	1,796,226	2,000	156,000	88,811	100	
Sept. 30, 1870	155,000	2,0	2	2	Bald Eagle Valley.	Pennsylvania.	1,050,000	1,050,000	1,244,220	1,244,220	16,850,000	11,346,571	463,580	21,375,051	100
Sept. 30, 1870	155,000	2,0	2	2	Baltimore and Ohio.	Md. & W.	10,027,824	10,027,824	1,244,220	1,244,220	20,000	366,984	30,0	84,272,726	100
Sept. 30, 1870	155,000	2,0	2	2	Washington Branch.	W. Virginia.	1,660,000	1,660,000	1,244,220	1,244,220	20,000	366,984	30,0	84,272,726	100
Sept. 30, 1870	155,000	2,0	2	2	Washington Branch.	W. Virginia.	1,660,000	1,660,000	1,244,220	1,244,220	20,000	366,984	30,0	84,272,726	100
Sept. 30, 1870	155,000	2,0	2	2	Baltimore and Potomac.	Maryland.	5,000,000	5,000,000	1,244,220	1,244,220	20,000	366,984	30,0	84,272,726	100
May 31, 1871	33,0	1,7	1,7	2	Baltimore and Moosehead Lake.	Maine.	650,500	50,000	600,000	600,000	16,000	105,000	105,000	36,000	100
May 31, 1871	33,0	1,7	1,7	2	Bellefonte and Snow Shoe.	Pennsylvania.	323,291	118,768	256,941	256,941	100,000	98,000	98,000	105,563	100
May 31, 1871	33,0	1,7	1,7	2	Bellefonte and Southern Illinois.	Illinois.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	87,187	4,1	4,1	2	Bevideire Delaware.	New Jersey.	100,000	100,000	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	87,187	4,1	4,1	2	Berkshire.	Massachusetts.	652,346	100,000	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	87,187	4,1	4,1	2	Blossburg and Corning.	New York.	21,870,000	21,870,000	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	87,187	4,1	4,1	2	Blossburg and Albany.	Mass.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Sept. 30, 1870	41,618	1,3	1,3	1,3	Boston, Clinton and Fitchburg.	N. H. & V.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	171,761	9,6	9,6	9,6	Boston, Concord and Montreal.	N. H. & V.	2,881,250	2,881,250	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
May 31, 1871	155,000	5,0	5,0	5,0	Bosse, Hart and Erie.	M. R. I. O. & N. Y.	2,881,250	2,881,250	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	155,000	5,0	5,0	5,0	Bosse, Hart and Lowell.	Mass.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	155,000	5,0	5,0	5,0	Boston and Maine.	Mass. & R. I.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Sept. 30, 1870	155,000	5,0	5,0	5,0	Boston and Providence.	Mass. & R. I.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	155,000	5,0	5,0	5,0	Brunswick and Albany.	Mass.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Sept. 30, 1870	155,000	5,0	5,0	5,0	Buff, Bradford and Pitts.	N. Y. Penn. & N. Y.	2,881,250	2,881,250	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Sept. 30, 1870	155,000	5,0	5,0	5,0	Buff, Corry and Pitts.	N. Y. Penn. & N. Y.	127,370	127,370	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
June 30, 1871	155,000	5,0	5,0	5,0	Buffalo and Lake Huron.	Canada.	6,492,790	6,492,790	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Sept. 30, 1870	117,107	10,9	10,9	9	Buffalo, New York & Erie.	N. Y. Penn. & O.	17,728,30	17,728,30	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Sept. 30, 1870	117,107	10,9	10,9	9	Buffalo and Washington.	Conn.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Sept. 30, 1870	117,107	10,9	10,9	9	Burke, Cedar Rapids and Minnesota.	Iowa.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	162,000	1,0	1,0	1,0	Burke and Missouri River.	Nebraska.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
May 31, 1871	65,000	1,0	1,0	1,0	Burlington and Southwestern Iowa & M. W.	Iowa.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Apr. 30, 1871	45,0	4,0	4,0	4,0	Burlington and Saginaw.	1.	302,400	3	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	81,0	4,0	4,0	4,0	Burlington and Saginaw.	New York.	689,110	110	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	102,0	31,1	31,1	23,0	Burlington and Saginaw.	Conn.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	102,0	31,1	31,1	23,0	Burlington and Saginaw.	Illinois.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	102,0	31,1	31,1	23,0	Burlington and Saginaw.	Conn.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	102,0	31,1	31,1	23,0	Burlington and Saginaw.	Illinois.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	102,0	31,1	31,1	23,0	Burlington and Saginaw.	Conn.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	102,0	31,1	31,1	23,0	Burlington and Saginaw.	Illinois.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100
Dec. 31, 1870	102,0	31,1	31,1	23,0	Burlington and Saginaw.	Conn.	1,215,346	1,215,346	1,244,220	1,244,220	20,000	105,000	105,000	105,563	100

Dec. 31, 1870	73,000	5	2	168 Chicago, Cincinnati and Louisville ... Ind. 2,500,000	166,000	10,000	1,150,000 to 1,000,000	1,000,000
Dec. 31, 1870	72,000	13	6	160 Chicago, Janyville & Vincennes ... Ill. 100	1,832,260	2,000,000	3,916,000 810,000	100
Dec. 31, 1869	82,000	10	7	164 Iowa and Nebraska ... Iowa 5,000,000	439,304	4,554,459	17,000,000 8,113,000	100
May 31, 1871	53,400	113	6	181 Chicago and N. West'n. Ill. Wis. & Mich. 5,000,000	4,000,000	4,000,000	1,188,267	1,188,267
Jun. 30, 1871	24,000	124,240	264	140 Chicago and Michigan Lake Shore ... Mich. 8,000,000	439,304	4,554,459	17,000,000 8,113,000	100
Jun. 30, 1871	494,000	50,6	109,5	146 2,966 Chicago, Rock Island & Pacific Ill. 26,763,243	7,040,000	8,717,743	59,986	2,192,278
Jun. 30, 1871	13,0	56,6	146	146 2,966 Chicago, Rock Island & Pacific Ill. 26,763,243	7,040,000	8,717,743	59,986	2,192,278
Jun. 30, 1871	40,0	25,6	146	146 2,966 Chicago, Rock Island & Pacific Ill. 26,763,243	7,040,000	8,717,743	59,986	2,192,278
Apr. 30, 1871	40,0	25,6	146	146 2,966 Chicago, Rock Island & Pacific Ill. 26,763,243	7,040,000	8,717,743	59,986	2,192,278
Mar. 31, 1871	60,1	1	1	3 Cinch, Cumber & Charnes. 7,744,000	220,000	444,506	3,000,000 2,032,000	40,0
Dec. 31, 1870	33,4	36	34	13 497 Cincinnati, Hamilton and Dayton ... Ohio 3,144,406 1,006,251	962,292	1,066,000	3,000,000 2,032,000	60,1
Jan. 30, 1870	200,0	26	31	140 Cincinnati and Indianapolis Junction ... O. & Ind. 2,000,000	1,066,000	2,032,000	1,061,798	589,874
Jan. 30, 1871	187,0	205	6,7	244 Clin. and Indianapolis Junction ... O. & Ind. 1,000,000	1,066,000	2,032,000	1,061,798	589,874
Jun. 30, 1870	98,0	6,6	16	244 Clin. and Indianapolis Junction ... O. & Ind. 1,000,000	1,066,000	2,032,000	1,061,798	589,874
Jun. 30, 1871	187,0	12,0	6	244 Clin. and Indianapolis Junction ... O. & Ind. 1,000,000	1,066,000	2,032,000	1,061,798	589,874
Jun. 30, 1871	13,0	0,3	0,3	244 Clin. and Indianapolis Junction ... O. & Ind. 1,000,000	1,066,000	2,032,000	1,061,798	589,874
Jun. 30, 1871	40,0	2,9	2,9	266 Cincinnati and Muskingum Valley ... Ohio 1,000,000	400,000	400,000	400,000	400,000
Jun. 30, 1871	132,1	9,0	16	111 370 Cincinnati and Muskingum Valley ... Ohio 1,000,000	400,000	400,000	400,000	400,000
Mar. 31, 1871	142,0	2,6	12	8 3 376 Cincinnati and Muskingum Valley ... Ohio 1,000,000	400,000	400,000	400,000	400,000
Jun. 30, 1870	165,0	16,0	26	31 268 Cincinnati, Hamilton and Dayton ... Ohio 1,000,000	400,000	400,000	400,000	400,000
Dec. 31, 1870	340,6	49,9	89	47 1,041 Cleveland, Cuy. & Ind. ... Ohio & Ind. 12,100,000	1,040,000	4,000,000	1,066,000	1,066,000
Jan. 30, 1871	187,0	61,8	12,4	33,5 514,739,34	1,040,000	4,000,000	1,066,000	1,066,000
Nov. 30, 1870	134,7	8	6	7 449 Cleve., Mt. Vernon and Delaware ... Ohio & Penn. 11,278,837	1,040,000	4,000,000	1,066,000	1,066,000
Nov. 30, 1870	124,0	78	40	1,040,000	400,000	400,000	400,000	400,000
Dec. 31, 1870	132,1	25,0	71,2	12 8 3 376 Cincinnati and Muskingum Valley ... Ohio 1,000,000	400,000	400,000	400,000	400,000
Dec. 31, 1870	173,3	13,0	4,7	12 8 3 376 Cincinnati and Muskingum Valley ... Ohio 1,000,000	400,000	400,000	400,000	400,000
Dec. 31, 1870	35,0	7,0	48,5	32 33 12 611 Concord ... New Hampshire 447,628	63,040	106,631	200,000	200,000
Mar. 31, 1870	41,0	6,5	6,5	145,580 1,049,200	1,049,200	4,000,000	1,066,000	1,066,000
Sept. 30, 1870	60,0	3,4	3,4	145,580 1,049,200	1,049,200	4,000,000	1,066,000	1,066,000
Dec. 31, 1870	67	1,7	4,10	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	132,1	9,6	9,6	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	142,0	14,6	1,040,000	1,040,000	400,000	400,000	400,000	400,000
Sep. 30, 1870	160,0	1,0	0,8	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	54,5	1,0	2,5	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	74,0	11,6	10,0	17 6 261 1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	23,8	4,0	4,2	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	47,0	22,0	6,9	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	34,0	2,0	3,6	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	141,4	3,6	3,6	1,040,000	1,040,000	400,000	400,000	400,000
Jun. 30, 1871	110,3	16,1	16,1	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	60,0	3,4	3,4	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	67	1,7	4,10	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	132,1	9,6	9,6	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	142,0	14,6	1,040,000	1,040,000	400,000	400,000	400,000	400,000
Sep. 30, 1870	160,0	1,0	0,8	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	54,5	1,0	2,5	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	74,0	11,6	10,0	17 6 261 1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	23,8	4,0	4,2	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	47,0	22,0	6,9	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	34,0	2,0	3,6	1,040,000	1,040,000	400,000	400,000	400,000
Dec. 31, 1870	141,4	3,6	3,6	1,040,000	1,040,000	400,000	400,000	400,000
Jun. 30, 1871	103,0	9	3	136 210,103,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	67	14,0	14,0	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	132,1	9,6	9,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	142,0	14,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000	1,040,000
Sep. 30, 1870	160,0	1,0	0,8	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	54,5	1,0	2,5	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	74,0	11,6	10,0	17 6 261 1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	23,8	4,0	4,2	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	47,0	22,0	6,9	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	34,0	2,0	3,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	141,4	3,6	3,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	132,1	9,6	9,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	142,0	14,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000	1,040,000
Sep. 30, 1870	160,0	1,0	0,8	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	54,5	1,0	2,5	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	74,0	11,6	10,0	17 6 261 1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	23,8	4,0	4,2	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	47,0	22,0	6,9	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	34,0	2,0	3,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	141,4	3,6	3,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	132,1	9,6	9,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	142,0	14,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000	1,040,000
Sep. 30, 1870	160,0	1,0	0,8	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	54,5	1,0	2,5	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	74,0	11,6	10,0	17 6 261 1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	23,8	4,0	4,2	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	47,0	22,0	6,9	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	34,0	2,0	3,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	141,4	3,6	3,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	132,1	9,6	9,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	142,0	14,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000	1,040,000
Sep. 30, 1870	160,0	1,0	0,8	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	54,5	1,0	2,5	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	74,0	11,6	10,0	17 6 261 1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	23,8	4,0	4,2	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	47,0	22,0	6,9	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	34,0	2,0	3,6	1,040,000	1,040,000	400,000	1,040,000	1,040,000
Dec. 31, 1870	141,4	3,6	3,6	1,040,000	1,040,000	400,000	1,040,000	1,040,

RAILROAD SHARE LIST, including Mileage, Rolling stock, Debts, Income, Dividends, &c., &c.

Land Grant ('') occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertain'd."

Abstract of General Balance Sheet

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

"Rolling Stock" signifies that the cost of the cars is included. In this headed "Railroad," Steam and Railroads are distinguished. Land and Ground Railroads are particularly mentioned. In "Wolfer's" Statistical Review of 1851, the following table occurs in the column headed "Rolling Stock" occurring in the column headed "Railroad," in this headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

3 Abstract of General Balance Sheet

Abstract of General Balance Sheet.									
Market.		Par.		Value of Shares.		Earnings.		Operations.	
Dividends.		Net		Gross.		Carried one mile.		Freight.	
Passen- gers.		Tons.		Tons.		Tons.		Tons.	
Trains Moved.		Number.		Number.		Number.		Number.	
Railroad Operated.		M.		M.		M.		M.	
Surplus Income.		\$		\$		\$		\$	
Accounts.		\$		\$		\$		\$	
Bonds.		\$		\$		\$		\$	
Stocks.		\$		\$		\$		\$	
Accounts and Cash.		\$		\$		\$		\$	
Assets.		\$		\$		\$		\$	
Rolling Stock.		\$		\$		\$		\$	
Railroad.		\$		\$		\$		\$	
Penns.		\$		\$		\$		\$	
Ohio.		\$		\$		\$		\$	
Illino.		\$		\$		\$		\$	
W. Va.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	
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Md.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	
Md.		\$		\$		\$		\$	

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.

	Amount out- standing.	Div'ds	Rate.	Paid.	Market Price.	
RAILROAD STOCKS:						
Atlanta & Gt. West'n. (O. D.) pref.	\$1,919,000	7	...	...	...
Atlanta and St. Lawrence* guar.	2,494,000	4	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	6	150	...	
Berkshire* guaranteed.	600,000	7	7	...	...
Blossburg and Corning* guar.	250,000	5	5	...	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	754	...	
Buffalo, N. York and Erie* guar.	950,000	7	7	744	...	
Camden and Atlantic, pref.	753,695	7	...	80	...	
Cataviss* pref. and guar.	2,200,000	7	7	91	...	
Cayuga and Susquehanna* guar.	689,110	...	9	...	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	7	...	...
Central Ohio, preferred.	400,000	7	7	38	...	
Chesnunt* guar.	380,000	8	6	...	...
Chicago and Alton, pref.	2,017,815	7	3	82	...	
Chicago, Iowa and Nebraska* guar.	2,425,400	7	10	120	...	
Chicago and Northwestern, pref.	2,600,000	...	10	...	...
20,370,293	7	7	914	...	...
Cleveland and Mahoning* guar.	2,056,000	7	7	...	...
Cleveland and Toledo*† guar.	6,250,000	...	84	...	...
Cochecho, preferred.	177,750	8	...	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	94	...	
Umblerland Valley, 1st pref.	241,900	8	8	114	...	
" " 2d pref.	242,000	8	8	114	...	
Delaware* guaranteed.	594,261	6	6	...	...
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	...	...	...
Dubuque and Sioux City* preferred and guaranteed.	1,985,170	7	7	974	...	
Dubuque Southwestern, pref.	330,308	7	7	...	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...	...
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	...	...
Elmira and Williamsport* guar.	500,000	5	5	...	...
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	82	...	
Erie, preferred	8,536,910	7	7	73	...	
Evansville and Crawfordsville pref.	100,000	...	73	...	...
5,078,224	...	...	61	...	...
Hannibal and St. Joseph, pref.	1,182,550	7	7	...	...
Harrisburg and Lancaster* guar.	1,180,000	8	4	...	...
Houston, preferred.	190,750	7	34	26	...	
Huntingdon & Broad Top Mountain, preferred	1,500,000	7	7	...	...
Joliet and Chicago* guar.	300,000	8	8	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	5	...	
Leeds and Farmington* guar.	2,646,100	7	7	...	...
Louisville, Cincinnati and Lexington preferred	848,700	9	9	874	...	
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28	...	
" " 2d pref.	4,051,744	6	...	141	...	
Manchester and Lawrence* guar.	1,000,000	...	9	...	...
Michigan Southern, guaranteed.	586,800	10	10	...	...
Mill Creek and Mine Hill* guar.	323,375	10	10	...	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	78	...	
Min' Hill and Schuylkill Haven* guaranteed	5,775,000	8	8	...	...
Mount Carbon & P't. Carbon* guar.	282,250	12	12	...	...
New Haven and Northampton* pref.	1,344,000	...	2	...	...
New York and Harlem, pref.	1,500,000	8	8	135	...	
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6	...	...
North Eastern (S. C.) preferred.	155,000	8	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,600	8	8	105	...	
Ohio and Mississippi, pref.	3,500,000	7	7	75	...	
Paterson and Hudson* guar.	630,000	8	8	...	...
Paterson and Ramapo* guar.	248,000	...	5	...	...
Peoria and Bureau Valley* guar.	1,200,000	...	6	...	...
Philadelphia and Erie* guar.	5,996,700	...	...	...	...
Philadelphia and Reading, pref.	1,551,800	10	10	...	...
Philadelphia and Trenton*† guar.	1,999,120	10	...	...	...
Pittsfield and North Adams* guar.	450,00	6	6	...	...
Portland, Sag-e & Portland* guar.	202,000	6	6	...	...
Portland, Sage & Portsmouth* guar.	1,500,000	6	6	...	...
Portsmouth and Concord*.	350,000	7	7	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...	...
Rochester and Genesee Valley*.	557,500	...	7	...	...
Rutland, preferred.	7	7	62	...	...
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45	...	
Sandusky and Cincinnati, pref.	445,576	6	6	48	...	
Schuylkill Valley* guar.	576,000	5	5	...	...
Shamokin Valley & Pottsville* guar.	869,450	5	5	...	...
St. Peoria & Warsaw 1st pref.	1,700,000	7	7	...	...
" " 2d pref.	1,306,000	7	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	86	...	
Troy and Greenbush* guar.	274,000	7	7	...	...
Vermont and Canada* guar.	2,500,000	8	8	...	...
Warren* guar.	1,408,300	7	7	...	...
White Mountains* guar.	200,000	5	5	...	...
Wright's York & Gettysburg, pref.	317,050	...	2	...	...
CANAL STOCKS:						
Delaware Division* guar.	1,633,350	8	8	...	...
Morris, preferr.	1,175,000	10	12	...	...
Shuylkill Navigation, pref.	2,888,997	6	6	301	...	
Ulton, preferred.	...	6	...	14	...	
MISCELLANEOUS STOCKS:						
Umblerland Coal, pref.	8,774,400	7	7	...	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24¢; Scrap Cast, 6¢; Scrap Wrought, 8¢ per ton.	
Pig, Scotch, No. 1.....	per ton 50 @ 60
Pig, American, No. 1.....	53 @ 55
Pig, American, No. 2.....	50 @ 52
Pig, American, Forgerne.....	48 @ 49
Bar, Refined, English and American.....	1 15 @ 1 20
Bar, Swedes, assorted sizes.....	(gold) 120 @ 130
	—STORE PRICES—
Bar, Swedes.....	130 @ 145
Bar, Refined, 1 to 2 in. rd. & sq.-1 to 6 in.	x 5 to 1 in. 110 @ 115
Bar, Refined, 1½ to 6 by 4.....	120 @ —
Bar, Refined, 2½ to 2½ round, 1 & 1½ by 4 &	122 50 @ —
Large Round.....	122 50 @ 132 50
Sheet, Russia, as to assortment.....	(gold) 18 @ 20
Sheet, Single D. and T. Common.....	61 ½ @ 7 ½
Sheet, Doubles and Trebles, Charcoal.....	71 ½ @ 8 ½
Sheet, Galvanized.....	List. 15 per ct. disc.
Rails, English.....	(gold) per ton 71 @ 72
Rails, American, at Works in Penna., c.y. 55 @ 57 to 80	55 @ 57 to 80
Anvils, (Eagle).....	per lb currency. 9 @ —
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent ad. val. (Store prices.)	
English, Cast, (2d and 1st quality).....	per lb. 16 ½ @ 19 ½
English Spring (2d and 1st quality).....	9 @ 10
English Blister (2d and 1st quality).....	11 ½ @ 16
English Machinery.....	11 ½ @ 13 ½
English German (2d and 1st quality).....	11 ½ @ 12
American Blister.....	10 @ 12
American, Cast, Tool.....	15 @ 16
American, Spring.....	9 @ 11
American Machinery.....	10 @ 10 ½
American German.....	9 @ 11
NAILS—DUTY: Cut, 14; Wrought, 24; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad. val. (Cash.)	
Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per kg.....	— @ 5 75
Cut, Sd. and 9d.....	— @ 6
Cut, 6d. and 7d.....	— @ 6 25
Cut, 4d. and 5d.....	— @ 6 50
Cut, 3d.....	— @ 7 25
Cut, 2d and 3d. Fine.....	— @ 8 —
Cut, Spikes, all sizes.....	— @ 6 —
Cut, Finishing, Casting, Box, &c., 10d to 3d.....	6 25 @ 7 75
Clinch, 2 to 3 inch and over.....	7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5).....	21 @ 22
Copper.....	— @ 45
Yellow Metal Sheathing and Slatting.....	30 @ 32
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad. val.	
Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad. val.	
Banka.....	(gold) per lb. 48 @ 52
Straits.....	(gold) 36 ½ @ 36 ½
English.....	(gold) 35 ½ @ 35 ½
Plates—Fair to good brands.....	—Currency—
I. C. Charcoal.....	per box 13 25 @ 13 50
I. C. Coke.....	12 25 @ 12 50
Coke Terne.....	11 @ 12 50 @ 12 75
Charcoal Terne.....	11 50 @ 12 13 50 @ 14 —
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon	
Crude, 40 @ 48 gravity (in bulk).....	— 12 ½ @ — 12 ½
Crude, 40 @ 47 gravity (in shipping order).....	— 17 ½ @ —
Refined, Standard White (in ship's order).....	— 22 ½ @ 22
Refined, S. W. (in jobbing lots).....	— 6 @ 23
Refined, S. W. (in tin).....	— 28 @ 28
Naphtha, Refined, (65 @ 73 gravity).....	— 6 @ 14 ½
Residuum.....	per bbl. 4 @ 6 —
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad. val.	
All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb. — @ 43	
Copper, Bolts.....	— @ 45
Copper, Braziers' (over 16 oz.).....	— @ 45
Copper, Nails.....	— @ 45
Copper, Old Sheathing, &c., mixed lots.....	— 26 @ 28
Copper, English Pig.....	— @ 45
Copper, American Ingot.....	— 33 @ 33 ½
Yellow Metal, New Sheathing and Bronze.....	— @ 30
Yellow Metal, Bolts.....	— @ 32
Yellow Metal, Nails, Sheathing & Slatting.....	— 30 @ 32
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish.....	(gold) per 100 lb. — @ 6 62 ½
German.....	(gold) 6 62 ½ @ 7 12 ½
Bar.....	— @ 9 25
Pipe.....	— @ 11 —
Sheet.....	— @ 11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1 ½ per lb.	
COAL—DUTY: Bituminous, \$1.25 per ton of 28 bushels	
30 lb. to the bushel; Anthracite, FREE; other, 40 cents per 26 bushels of 80 lb. to the bushel.	
Newcastle Gas.....	per ton of 2240 lb. — @ 8 —
Liverpool Gas Cannel.....	— @ 15 —
Liverpool House Cannel.....	— @ 20 —
Anthracite.....	per ton of 2,000 lb. 4 @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 24.						
Canton Co.....	27	...	...	...	...	...
Central Pacific 6s.....	102	101	101	101	101	101
Central of N. Jersey.....	107 ½	107 ½	107 ½	107 ½	107 ½	107 ½
Chicago & Alton.....	...	...	...	...	...	...
...	pref.	...	...	...	...	...
...	1 M.	...	...	...	...	...
...	S. F.	...	...	...	...	...
Chicago, Burl. & Q.	98	98	98	98	98	98
Chi. & Northwester.	73 ½	74 ½	74 ½	74 ½	74 ½	74 ½
...	pref.	91 ½	91 ½	91 ½	91 ½	91 ½
...	1st M.	...	...	...	...	...
...	S. F.	...	...	...	...	...
Chic., Rock Isl. & Pac.	111 ½	111 ½	111 ½	111 ½	111 ½	111 ½
Chi., R. I. & Pa.	78, 1896	102	102	102	102	102
Clev., Col. and Ind.	95	91 ½	91 ½	91 ½	91 ½	91 ½
Clev. & Pittsburg guar.	91	91	91	91	91	91
...	2 M.	...	...	...	...	...
...	3 M.	...	...	...	...	...
Del. & Hudson Canal	...	...	...	...	...	...
Del. Lack. & Western.	105 ½	105 ½	105 ½	105 ½	105 ½	105 ½
...	1 M. 7s.	...	...	...	...	...
...	2 M. 7s.	...	...	...	...	...
Dubuque & Sioux City.	51 ½	52	53 ½	53 ½	53 ½	53 ½
Erie Railway.....	52 ½	51 ½	52	53 ½	53 ½	53 ½
...	pref.	73	74	75	75	75
...	1 M. 7s.	1897.	...	...	...	...
...	2 M. 7s.	1879.	...	...	...	...
...	3 M. 7s.	1883.	...	...	...	...
Great Western 2d mort.	90 ½	...	...	...	...	91
Hannibal & St. Joseph.	39	39 ½				

New York Stock Exchange.

Actual Sale Prices for the week ending July 24.

Th.18. F.19. Sat.20. M.22. Tu.23. W.24

FEDERAL STOCKS							
U. S. 5s, 1874, reg.							
U. S. 5s, 1874, coup.							
U. S. 5s, 10-40s, reg.				111			
U. S. 5s, 10-40s, coup.	113		112				
U. S. 5s, 1881, reg.							
U. S. 5s, 1881, coup.	113		113	113			
U. S. 5s, 1881, reg.							
U. S. 5s, 1881, coup.	115		115	115			
U. S. 5s, 1881, coup.							
U. S. 5s, 5-20s, reg. '62							
U. S. 5s, 5-20s, c. 1862							
U. S. 5s, 5-20s, reg. '64							
U. S. 5s, 5-20s, c. 1864	115		114				
U. S. 5s, 5-20s, reg. '65							
U. S. 5s, 5-20s, c. 1865							
U. S. 5s, 5-20s, r. n. '65							
U. S. 5s, 5-20s, c. '65, 114	114		114	114			
U. S. 5s, 5-20s, reg. '67							
U. S. 5s, 5-20s, c. 1867-115	115		115	115	115		
U. S. 5s, 5-20s, reg. '68							
U. S. 5s, 5-20s, c. '68-115	115		115	115	115		
U. S. 5s, Pac.RR issue							

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 23.

W.17. Th.18. F.19. Sat.20. M.22. Tu.23. W.24

Catawissa preferred							
Camden and Amboy							
.. 6s, 1875							
.. 6s, 1883							
.. 6s, 1889							
mort. 6s, '89 97	97						
Elmira & Williamsport							
.. pref.							
.. 7s	94						
Lehigh Navigation	43		43	43	43		
.. 6s, 1884		90		90			
.. Gold L.	92		93	93	93		
.. R. R. L.							
.. Conv. L.							
Lehigh Valley R. R.	59	59	59	59	59		
.. 6s, new coup	98						
.. 6s new reg.							
Little Schuylkill R.R.	46	46	46	46	46		
.. 7s							
Minehill	53	53	53	53	53		
Morris Canal							
.. pref.							
North Pennsylvania							
.. 6s, 1880		100					
.. 7s							
Northern Central							
Oil Creek & Alleg. Riv.	37						
.. 7s	80	79					
Pennsylvania R. R.	58	58	58	58	59		
.. 1st M.							
.. 2d M.	100						
.. Gen. mort.	94		94				
.. reg.		96	96		96		
Penn. State, 6s, 1st series							
.. 6s, 2d series							
.. 6s, 3d series	107						
Philadelphia City, 6s	97		97	97			
.. new	101	101	101	101	101		
Philad. Germ. & Nor.							
Philad. & Reading	58	58	58	58	58		
Philadelphia and Erie							
.. 6s							
.. 7s	90		90				
Phila. Wilm. & Balt.							
Schuylkill Navigation							
.. pref.	15		15				
.. 6s, 1882	80	80	80	80	80		
.. 6s, 1876							
.. 6s, 1872							
United Co. of N. Jersey	126	126	126	126	126		
Huntington, (Horse)							
Chestnut & Wal.							
Green & Coates							
2d and 3d streets							
Spruce and Pine							
13th and 15th sta.	20						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 23.

W.17. Th.18. F.19. Sat.20. M.22. Tu.23. W.24

Baltimore City 6s, 1875							
.. 1886		98	99	99			
.. 1890		98	98	98	99	99	
.. 1894							
.. 1900		98					
Balt and Ohio							
.. bonds, 1875							
.. 1880							
.. 1885							
Marietta & Cin. 1st M.							
.. 2d M.	91	91	91	91	91		
.. 3d M. 8s	83	83	83	83	83		
Northern Central							
.. bonds, 1885							
.. 1900							
Pittsb. & Connells. 7s	94						
N. W. Va. 1st mort.							
.. 2d mort.							
.. 3d mort.							
Virginia 8s, Consol.							
.. Defer. Certif.							
City Passenger R. R.							
.. 23	23	23	23	23	23		

Boston Stock Exchange.

Actual Sale Prices for the week ending July 24.

Th.18. F.19. Sat.20. M.22. Tu.23. W.24

Boston and Albany							
Boston and Lowell							
.. 137	137	137	137	137	137		
Boston and Providence							
Boston, Hartford & Erie							
.. 7s, new							
Cheshire, pref.							
Chi. Burl. & Quincy	131	131	131	131	131		
Concord							
Connecticut River	134		134	134	134		
Eastern	109	109	109	109	109		
Fitchburg							
Manchester & Lawr'ce							
Michigan Central	116	116	116	116	116		
Northern, N. H.							
Ogdens & Lake Cham.	80		80	80	80		
.. pref.							
Old Colony & Newport							
Ph. Wil. & Baltimore	56	56	56	56	56		
Portl'd, Sac' & Ports.							
Union Pacific							
.. 6s							
.. Land Grant 7s	70		70	70	70		
.. Income 10s							
Vermont & Canada	90		91	91	91		
Vermont & Mass.							
South Boston (Horse)							
Cambridge							
Metropolitan							
Middlesex							
Central Mining Co.							
Copper Falls	13		13	13	13		
Franklin							
National							
Pewable							
Quincy							

London Stock Exchange.

Closing

July 12

Prices.

Atlantic & Gt. W. 1st mort, \$1,000..	70	72	69	71
Do. 2d mort, \$1,000..	61	63	61	63
Do. Con.mort. B'nds Bisch.'s Cert.	38	40	37	39
Do. Reorg. Scrip.	94	99	94	99
Do. Leas. Lines, Rental Bonds	84	86	84	86
Detroit & Milwaukee 1st mort. Bonds	75	77	75	77
Do.	2d	do.	75	80
Erie shares 100 dol. all paid..	43	44	44	44
Do. Ticket of Protec. Com. attached			44	45
Do. 6 per cent Convertible Bonds..	92	94	91	93
Do. European Agency Certificates	43	44	41	42
Illinois Central \$100 shares all paid..	108	108	109	110
Do. Redemption mort. bonds 6 p.c. 100..	102	102	100	102
Illinois & St. Louis Bridge 1st mort.	96	98	96	98
Marietta & Cincinnati Rail. Bonds.	82	85	82	85
Michigan Central 8s 1882, conv..	90	100	90	100
Panama 2d mort.				
Pennsylvania, 2d mort.	99	101	99	101
Do. General mort.	94	95	94	95
Do. \$50 shares..	47	49	47	49
Philadelphia and Erie 1st mort.	98	98	98	98
Do. with option to be paid in Phila.	98	98	98	98

American Railroad Journal.

Saturday, July 27, 1872.

Stock Exchange and Money Market.

Money has been in an unusually liberal supply in the open market, and rates have ruled exceptionally low, ranging from 2½@5, generally 3@4 per cent. on call, and 5@7 per cent. per annum in the discount form, thus giving the advantage decidedly to responsible borrowers who have shown less urgency in their demands for aid, whether for speculative or mercantile purposes. The stock and gold movements have been on a restricted scale, requiring a very moderate supply of funds to make settlements and adjust balances. The inquiry from commercial sources has been comparatively light, and quite promptly met, in nearly all instances, at the prevailing rates. The outflow of currency to the interior has been of less magnitude, and the city banks closed the week with some increase of strength in their reserves. The U. S. Sub-Treasury office again last week reduced its coin balance about ½ a million and enlarged its currency slightly. The city banks increased their loan and discount average about 5/8ths of a million during the week, and contracted their outstanding circulation nearly ½th of a mil-

lion. The U. S. Sub-Treasury held a currency balance on Wednesday morning of \$8,160,527, and a coin reserve of \$39,246,503.

The city banks, in their latest return, show a falling off of \$545,100 of legal tender notes, with an increase of \$1,348,400 of specie, and of \$2,042,300 of deposits, also of \$616,700 in their loan and discount averages, and a reduction of \$90,400 in their item of circulation. The city bank exchanges, last week, averaged 73½, and thus far, this week, about 76 millions daily. The banks now hold \$12,735,575 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$29,571,800, against \$18,141,997 same time last year. The city bank deposits are now \$247,551,800 against \$255,735,063, week ending July 22, 1871. The legal tender reserve amounts to \$52,895,600, against \$72,419,670 same time last year. The circulation now stands at \$27,376,000 against \$30,371,186 same time last year. The loans are now \$297,214,500 against \$300,068,724 at this date last year.

The coin reserve of the city banks is now about 29½ millions as against about 28½ millions on the 6th of January; the legal tender reserve is about 52½ millions against \$46,616,000 on the statement of February 10th.

Government revenues have been quite moderate since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, \$9,947,871. The customs at the port of New York last week were \$1,855,143; at the outports, equal to

311,255 against \$85,015,650 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$51,829,645, against \$57,919,367 during the same time in 1871.

The export drain of specie was \$4,641,026 last week, against \$6,094,371 same week preceding year. The shipments since January 1, 1872, have been \$48,786,037 against \$49,883,757 during the same portion of 1871.

Foreign Exchange has been in rather less request at somewhat easier rates. Bankers' sixty day bills on London closed on Wednesday at 109 1/4@109 1/4; sight bills on London, 110 1/4@110 1/4.

The produce exports from this port, week ending with July 23, were to the currency value of \$4,274,943.

Government securities have been in light supply and held with confidence, on a fair demand for the leading issues, mostly on investment account.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 117 3/4@118; U. S. Five-Twenties of 1862, (other than the bonds called in) 115 1/2@115%; U. S. Five-Twenties of 1864 at 115 1/2@115%; U. S. Five-Twenties of 1865, 116 1/2@116 1/2; U. S. Five-Twenties of 1866 consolidated, 114 1/2@114 1/2; U. S. Five-Twenties of 1867, 115 1/2@115%; U. S. Five-Twenties of 1868, 115@115%; U. S. Ten-forties at 112 1/2@113%; U. S. Fives of 1881 (Funding Loan) 113 1/2@113%; Six per cent. currency bonds, 114 1/2@114 1/2.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 10.	July 17	July 24.
Consols	92 1/2	92 1/2	92 1/2
U. S. 5-20's of 1862..	91 1/2	91 1/2	91
U. S. 5-20s, 1865....	92 1/2	92 1/2	92 5/8
" 1867	92	91 1/2	91 3/4
" 10-40s	90	90 1/2	89 3/4
New Fives of 1881...	90 1/2	89 1/2@3 1/2	89 1/2
Eric.	48 1/2	42	41 1/4

State bonds have been in moderate request and irregular in prices. The Southern State obligations have fluctuated widely.

Railway Mortgage Loans have been moderately active with the main demand from investment buyers and prices have been generally quoted stronger. Central Pacific Sixes have been in good demand at 101 1/4@102 1/2. Chesapeake and Ohio have been in good request at 94 per cent. and accrue interest.

Railway and Miscellaneous share property has been comparatively tame, throughout the week, many of the leading operators having been absent from the city. Values have been variable, but closed with some indications of buoyancy.

In the line of Metals, Ingots Copper has been very quiet, but rather steadier in price; 100,000 lbs. sold at 33c.@33 1/4c. per lb. Under the very favorable advices from England, reporting an advance in Coltness Pig-iron to £7 15s. Scotch Pig-iron has been held much higher here, on restricted offerings, with sales reported of 500 tons Eglinton at \$48 50, now held at \$50@\$52; 400 tons Glengarnock, part at \$53 50 now held at \$64, with Coltness quoted up to \$57 50 and Gartaherrie to \$55. American Pig-iron has also been held with increased confidence, particularly

No. 1, which has been scarce and wanted, but the high views of sellers have been against free dealings. Iron rails have been in good request and strong in price; sales 2,000 tons English on private terms. Lead has been quoted steady, but has been inactive. Spelter has been rather more sought after, and 25 tons have been purchased at 7c., gold per lb. Pigtin has been quiet, on the basis of 36 1/4c.@36 1/2c., gold for Straits. Tin Plates have been in less demand, owing partly, to the firm views of holders; 500 boxes charcoal Terne, for August delivery, changed hands, \$11 62 1/2, gold. Zinc dull at old rates.

General business has been somewhat brisker. Breadstuffs have been quoted cheaper, on free offerings of stock. Provisions, Petroleum, and Naval Stores closed more firmly. Cotton opened heavily at declining prices, but closed in favor of sellers. Middling upland cotton again declined and closed on Wednesday at 22 cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,669,100 bales, against 3,919,922 bales same time in the preceding year; exports 1,915,936 bales against 3,101,577 bales in the previous year; stock at the ports at latest dates, 126,624 bales against 170,489 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair request at 8@13 cts.; Veals at 5@9 cts.; Sheep at 5@7; Lambs, 8@12 1/2 cts.; Swine, 4 1/2 @4 1/2 cts. per lb., all live weight. The week's receipts were 7,918 Beeves, 2,821 Veal Calves, 23,415 Sheep and Lambs; and 24,050 Swine.

Foreign goods have been in rather better request and steadier as to price, in most instances. The week's imports of foreign goods reached the amount of \$7,221,202 including \$2,605,589 of dry goods.

Ocean freights have been fairly active and firmer. Tonnage continues scarce.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie R. R., 7 1/2; do. 1st mort., 42 1/4; Central of New Jersey 1st mort., new, 107 3/4; do. scrip, 104 1/2; Cleveland, Col., Cin. and Ind. 1st mort., 101 1/4; Ohio and Miss. consol., 97 3/4; do. 2d mort., 88 1/2; Pekin, Lincoln and Decatur 1st mort., 90; Hannibal and Central Missouri 1st mort., 89; Quincy and Toledo 1st mort., 98; Lake Shore and Michigan Southern consols, reg., 100 1/2; Long Dock bonds, 97 1/2; Am. Dock and Imp. 7s, 98 1/2; North Missouri 1st mort., 93; Toledo, Peoria and Warsaw, Bur. Div., 88 1/4; Gt. Western 1st mort., 1888, 99; Cedar Falls and Minnesota 1st mort., 88; Pacific 7s, guar. by Mo., 99; New Jersey Southern R. R., 25; Missouri, Kansas and Texas R. R., 43; New York and New Haven R. R., 144; do. 6s, 99; Hartford and New Haven R. R., 164; St. Louis and Iron Mt. 1st mort., 100 1/2; U. S. Exp. 83; Am. Mer. Union Exp., 74 1/2; Adams Exp., 97 3/4; Wells Fargo Exp., 88 1/2; Western Union Tel., 75 1/4; Quicksilver pref., 52 1/2; Consol. Coal of Md., 44 1/2; South Carolina 6s, new, Jan. and July, 29 1/2; North Carolina Special tax, 7 1/2 p. c. off, 16 1/2; do. 6s, issued to N. C. R. R., 45; Arkansas 6s, Fund Act, 53; Virginia 6s, old, reg., 36; Georgia 7s, 88; Alabama 5s, 60; Brooklyn 6s, W. L., 95.

Philadelphia.—West Jersey 6s, 94; Oil Creek

and Allegheny River 1st mort. 7s, 83; Philadelphia and Reading Gen'l mort. 7s, 108 1/4; do. 6s, 1843-80, 93; Wilmington and Reading 7s, 101; Pennsylvania and New York Canal 7s, 97 1/2; Allegheny Valley 7s, 94; Schuylkill Nav. 6s, 1895, 79; Susquehanna Canal 6s, 78 1/2; Chesapeake and Delaware 6s, 90; Huntingdon and Broad Top Mt. consols, 48 1/2; Lehigh Valley 7s, new, 106; Am. S. S. Co. bonds, 78; Westchester and Philadelphia R. R. 7s, 101; Perkiomen R. R. bonds, 86; Pittsburg 5s, 75; Big Mt. Coal, 6 1/2. The latest quotations are: City 6s, 97@97 1/2; do. free of tax, 101 1/2@101 1/4; Pennsylvania State 6s, 1st series, 101 1/2@103; do. 2d series, 105 1/4@—; do. 3d series, 106@—; Philadelphia and Reading, 58 1/2@58 1/2; do. Gen'l mort. 7s, 1893, 103@103 1/4; do. mort. 6s, 1880, 94@—; United New Jersey R. R. and Canal Co. 126@126 1/4; Camden and Ambey mort. 6s, 1889, 98@98 1/2; do. 1888, 98 1/2@98 1/2; do. 1889, 90 1/2@91; Pennsylvania R. R., 58 1/2@59; do. 1st mort., 100@100 1/2; do. 2d mort., 98@100; do. General mort. coupon, 93 3/4@94; do. reg., 95 1/2@96; Little Schuylkill R. R., 46 1/2@46 1/2; Morris Canal, 51@52 1/2; do. pref., 124@126; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 78@80; Schuylkill Nav., 7 1/2@8; do. pref., 15@15 1/2; do. 6s, 1882, 79 3/4@80; Elmira and Williamsport pref., 40@41; do. 7s, 1878, 93@95; do. 5s, 60@61; Lehigh Coal and Navigation, 48@48 1/4; do. 6s, 1884, 90 1/2@90 1/4; do. R. R. Loan, 97@97 1/2; do. Gold Loan, 92 3/4@93; North Pennsylvania, 50@51; do. 6s, 100@102; do. 7s, 97 1/2@97 1/2; do. Chatte 10s, 110@112; Philadelphia and Erie, 27 1/4@27 1/4; do. 6s, 91@91 1/2; Minehill, 52 1/2@53; Catawissa, 15@18; do. pref., 45 1/2@45 1/2; Lehigh Valley, 59 1/4@59 1/2; do. 6s, new coupon, 98@98 1/2; do. reg., 98@99; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 50@52; Second and Third, 63@66; Thirteenth and Fifteenth, 18@20 1/2; Spruce and Pine, 83@34; Green and Coates, —45@—; Chestnut and Walnut, 56@57; Hestonville, 19@20; Union, 75@75; Germantown, 35@37.

Boston.—Eastern R. R. 7s, 104; do. 6s, 1885, 96 1/2; do. 1874, 98; Framingham and Lowell 7s, 1892, 90 1/2; Vermont Central 8s, 1891, guar., 99 1/4; Boston and Albany 7s, 1892, 107; Chicago and Michigan Lake Shore R. R. 8s, 85; Burlington and Missouri R. R., 108 1/4; do. 8s, in Nebraska, 108; Ogdensburg and Lake Champlain 8s, 1878, 100 1/4; Stanstead, Shefford and Chamby 7s, 79 1/2; Maine Central 7s, 1912, 99 1/2; Jackson, Lansing and Saginaw 8s, 1891, 102 1/2; Cincinnati, Sandusky and Cleveland R. R., 22 5/8; Portsmouth, Gt. Falls and Conway R. R., 99 1/2; Norwich and Worcester R. R., 126 5/8; Summit Branch, 46; Connecticut and Passumpsic Rivers R. R. pref., 91 1/4; do. 6s, 1876, 95 1/4; Nashua and Lowell R. R., 144 1/2; Worcester and Nashua R. R., 133 3/4; Rutland R. R., 14; Cary Imp., 12 1/2; Waverly Land, 8; Boston Water Power, 53; New Hampshire 6s, 1902, 99 1/2; Maine 6s, 1889, 100 1/2; Salem 5s, 1882, 89; Lowell 6s, 1890, 97; Manchester 6s, 1879, 96 1/2; St. Louis 6s, 1886@1888, 90 1/4; do. 1877, 94 1/2; Rock Island, Ills., 8s, 1882, 103 1/2; Cincinnati 7-8-10s, 1889, 105 1/2; do. 7s, 101; Belfast 6s, 1898, 89 1/2; Charlestown 6s, 1892, 99; Springfield 6s, 1878, 99 1/2; Albany 6s, 1896, 92 1/2; Boston 6s, currency, 101 1/2; Cambridge 8s, 1887, 99 1/2; Burlington, Iowa, 10s,

1878, 100; Allouez Mining Co., 10; Calumet and Hecla, 157½; International silver, 4; Pontiac, 7½; Ridge, 11½; Shuniah Silver, 7½; Star, 37½.

Baltimore.—Virginia and Tennessee 3d mort. 8s, 90; Richmond and Danville 1st mort., 79½; Union R. R. 1st mort. guar., 91; Northern Central 6s, 1900, gold, 93¾; Western Maryland 3d mort. guar., 95; Orange, Alexandria and Manassas 7s, 83; Central Ohio 1st mort., 87; Orange and Alexandria 4th mort. 8s, 84¾; do. 2d mort. 6s, 85; do. 1st mort. 6s, 94; Virginia consol. 6s, reg., 45; Memphis City 6s, 55¾. The latest quotations are: Pittsburg and Connellsburg 7s, 1898, 94½@94¾; Baltimore and Ohio, 158@160; do., pref., 99@—; do., 6s, 1875, 96½@97½; do., 1880, 96½@—; do., 1885, 96½@97; Parkersburg Branch, 10@20; Northern Central 39½@39½; do. 6s, 1885, 94@96; do., 1900, 90½@90½; do. 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 99@99½; do., 2d mort., 98@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 102½@102½; do., 2d mort., 7s, 91½@91½; do., 3d mort., 8s, 88½@88½; Central Ohio, 34@36; do., 1st mort., 86½@87½; Western Md. 1st mort. 6s, 1890, 92@93½; do. 1st mort. guar., 94@—; do., 2d mort. guar., 92@—; do., 3d mort. guar., 94@95; do. 2d mort. pref., 81@83½; do., 2d mort. guar. by Washington Co., 85@88; Richmond and Danville bonds, 79½@79½; Orange and Alexandria 1st mort. 6s, 98½@94; do., 2d mort. 6s, 88@85; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 85½@85½; Alex. and Manassas 7s, 81½@82; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 79@79½; do. 8s, 3d mort., 90@90; Baltimore 6s, 1875, 99@99½; do., 1884, 98@98½; do. 1886, 98@98½; do., 1890, 98½@99; do., 1892, exempt, 102@102½; do., 1900, exempt, 98½@99; Memphis City 6s, 55¾@55½; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@104½; City Passenger R. R., 23½@24; George's Creek Coal, 92@94½; Atlantic Coal, 1.50@1.75.

B The Bachman's Valley road is to be graded from its junction with the Hanover branch to Chesnut Hill Ore Banks in August. Five miles are completed, from Leib's Mill southeast up Codorus stream to Kleinfeltersville, Pa., within two or three miles of the Maryland line. From this line the course of the road is southwest instead of southeast, the proposed terminus being on the Maryland Western at Westminster, 29 miles from Baltimore.

B The Northern Pacific Company are making arrangements to let another division (the Montana) of their road. The work on the Dakota division is progressing so finely, and the bonds of the road are selling so rapidly, that they feel no hesitancy in letting out an additional division. The contractors on the Dakota division are pushing not only the grading but also the track-laying, and trains can now go thirteen miles beyond Fargo.

B The estimated earnings of the Erie Railway for the week ending July 15, 1872, were \$396,611; against \$468,097 for the corresponding period of 1871—a decrease of \$66,486. Total earnings since April 1, 1872, \$5,539,884—an increase over the same time in 1871 of \$488,976.

B The President and Directors of the Baltimore and Drum Point Railroad held a meeting in Baltimore on the 17th inst., at which the road from Camp Parole, on the Annapolis and Elkridge Railroad to Butler's Tavern in Anne Arundel county, a point ten miles distant, was located. Work will be commenced immediately on that portion of the road. The Board also determined to put the Annapolis Road in order throughout its entire length. The prospects of the road are flattering, and hopes are entertained that portions of Anne Arundel and Calvert counties, which have heretofore been a sealed volume, will soon be placed in easy communication with Baltimore.

B The Frederick and Pennsylvania track is now laid over the bridge and trestle works over Big Pipe Creek, at Brucetville, and the connection with the Western Maryland Railroad and the Pennsylvania roads is complete. The Pennsylvania Company now run their own engines over the road and bring all the iron via Northern Central and Hanover Junction. The tracklayers are rapidly approaching Renner's warehouse, a mile and a half north of Woodsboro', Frederick Co.

B A despatch from St. Louis says the terms of the lease recently made of the Missouri Pacific Railroad to the Atlantic and Pacific Railroad are ten per cent. dividend on the present stock of \$3,600,000 for three years; twelve per cent. for two years, and fourteen per cent. for 999 years. Joseph Brown will continue President and become a managing director of the Atlantic and Pacific road.

B The Rolling Mill at Pencoyd, on the west side of the Schuylkill, near Manayunk, is being greatly enlarged. The new portion will be used as a forge and finishing mill, and the old structure will be occupied as a mill for preparing rough stock. The new mill will be supplied with a train of three high rolls, and four double-acting steam-hammers, weighing 3000 pounds each, for making car axles.

B The Cattaraugus Union says that the contracts for building the Cattaraugus Railway from Salamanca to Machias have been let to responsible parties. Harris Brothers, of Buffalo, have the contract for clearing, grubbing and masonry. Work is to be commenced at once. Mr. W. W. Coe is managing assistant engineer in charge of the construction of the road.

B The Milwaukee, Lake Shore and Western (hitherto known as the Milwaukee, Manitowoc and Green Bay) Railroad, has been located along the Lake Shore through Port Washington, Sheboygan, Manitowoc and Two Rivers, and thence to Green Bay, with a line also from Manitowoc Westward to Appleton. Most of the line and a little of the Lake Shore line is consolidated.

B The Baltimore and Ohio Railroad Company have just negotiated in England, a loan of \$10,000,000, with which they propose at once to build their extensions from Pittsburgh to Chicago. The entire line will be put under contract as soon as the towns along the line take definite action in regard to granting the right of way.

B Some 40 men are tunneling West Point for the West Shore railroad with steam drill and nitro-glycerine.

THE St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100. Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO. BANKERS, NO. 11 WALL STREET.

B The Philadelphia Ledger of 22d inst., reports the net anthracite coal tonnage for the week ending on the 13th inst., from all sources, at 427,771 tons, and for the year 9,884,045 tons, against 5,329,500 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,554,545 tons. The production of bituminous coal for the week was 63,537 tons, and for the year 1,279,268 tons, against 1,166,382 tons to the corresponding time last year—an increase of 112,886 tons. The total production of all kinds of coal for the week was 481,308 tons, and for the year 11,158,313 tons, against 6,495,882 tons to the corresponding time last year, showing an increase of 4,652,431 tons.

B The Norwich and Worcester Railroad Company now includes in its list of officers a regularly appointed and salaried surgeon.

Journal of Railroad Law.

RAILROAD COMPANIES—BILL OF LADING—MEANING OF EXPRESSION “ DAMAGE OR LOSS BY FIRE” —RULE AS TO NEGLIGENCE.

The facts in the late case of *Lamb vs. Camden and Amboy R. R. & T. Co.*, (46 N. Y., 272,) are fully and clearly stated in the following opinion by—

GROVER, J.—It was proved by the defendant, that the cotton in question was destroyed by fire, while in a shed upon the dock of the defendant, where it had been placed by the defendant. The question was made upon the trial, whether this proof, of itself, constituted a defence to the action, or whether the defendant was bound to go further, and show that it and its employees were free from all negligence in the origin and process of the fire, or whether it was incumbent upon the plaintiffs, to maintain the action, to prove that the fire, causing the loss, resulted from such negligence; in other words, whether the plaintiff was bound to prove that the fire causing the loss, resulted from the negligence of the defendant, or the latter was, in the first instance, bound to prove itself free from all negligence in that respect. In considering this question, it must be borne in mind that it has already been determined, that the defendant was exonerated from all liability as carrier, for a loss caused by the destruction of the cotton by fire, by an express provision of the contract in pursuance of which it transported the cotton. Relieved of this responsibility it was liable only, in case it was so destroyed, as bailee for hire; and it is undisputed that such a bailee is liable for the loss of the property only in cases where the loss is the result of his negligence. The question is whether in case of loss by a bailee for hire, the bailor can recover upon simple proof of loss, unless the bailee shall prove that he was free from all negligence contributing to such loss, or whether the bailor must go further and prove that the loss was caused by the negligence of the bailee. I believe this to be a fair statement of the question between the parties to the present action, and yet so stated, no one will hardly insist that the bailor can recover without affirmatively proving that the loss was caused by the negligence of the bailee. The decisions are numerous to this effect, based upon the familiar principle that negligence, being a wrong, will not be presumed, but must be proved by the party charging it and seeking a recover founded thereon. Cases may occur, where the proof of the loss and circumstances connected therewith may show a case of presumptive negligence in the defendant, such as will entitle the plaintiff to recover upon that ground, in the absence of further proof. To illustrate. A passenger upon a railroad, receiving an injury caused by the cars running off the track, may rely upon the fact that they did run off as evidence of negligence; nevertheless, the *onus* is upon him of establishing to the satisfaction of the jury, that his injury was caused by the negligence of the defendant; and, unless he satisfies the jury affirmatively of this fact from all the evidence he is not entitled to recover. It sometimes occurs, in the progress of a trial, that a party holding the affirmative of the issue, and consequently bound to prove it, introduces evidence, which uncontradicted, proves the fact alleged by him. It has, in such cases, frequently been said, that the

burden of proof was changed to the other side: but it was never intended thereby that the party bound to prove the fact was relieved from this; and that the other party to entitle him to a verdict, was required to satisfy the jury that the fact was not as alleged by his adversary. In such cases, the party holding the affirmative is still bound to satisfy the jury affirmatively, of the truth of the fact alleged by him, or he is not entitled to a verdict. In the present case, to entitle the plaintiff to recover, he was bound to prove that the fire which consumed the cotton resulted from the negligence of the defendant. The remaining inquiry is, whether the rule requiring this was violated upon the trial, from which the defendant might have been prejudiced, after proof had been given by the defendant showing the destruction of the cotton by fire. Its counsel proposed to rest his case, reserving the right to rebut any testimony that might be adduced by the plaintiffs, tending to show that the destruction of the cotton by fire was occasioned through the defendant's negligence or default. The plaintiff's counsel insisted that the defendant was bound to prove that it had not been guilty of negligence, and that the defendant's case must then be exhausted. The court thereupon decided that the burden of proof was on the defendant, to show that the destruction of the cotton by fire was not caused by negligence on its part. This was error. Although in proving the destruction of the cotton by fire it appeared that the fire originated on a boat of the defendant laying at its dock. This was only evidence tending to show negligence of the defendant. Whether sufficient *prima facie* to entitle the plaintiff to a verdict is a question not necessary to decide, as no ruling thereon was made by the court. Be that as it may, the burden was still upon the plaintiffs to establish, to the satisfaction of the jury from all the evidence, that the fire was the result of the negligence of the defendant. Other evidence was given making the question of the defendant's negligence, in respect to the fire, proper to be decided by the jury. The court, among other things, charged the jury that, although the defendant had been freed from their ordinary measure of responsibility as insurers, they are not relieved from the burden of satisfying you that this loss, which it is beyond doubt happened by fire, was not occasioned by negligence on its part. To this the defendant's counsel excepted. In another part of the charge the judge stated, that the real importance of the question as to reasonable time (for the removal of the cotton by plaintiffs' meaning) consists in this case of the fact, that down to this point of time, the burden of establishing that there was not any such negligence as I have stated rests upon the defendant. This part of the charge was excepted to. Both exceptions were well taken. The idea plainly conveyed to the jury was, that they should find for the plaintiff, unless satisfied from the evidence, that the fire was not the result of the defendant's negligence, thus leaving them to find for the plaintiff, if unable to determine whether the fire so resulted or not, while the instruction should have been to find for the defendant, unless they found, from all the evidence, that the fire was the result of the negligence of the defendant. The jury, after retiring to deliberate on their verdict, returned into court and

made the following inquiry. Whether, if satisfied that proper precaution was not taken to prevent fire on board (the boat meaning), through the neglect to place a watchman there, they were to find for the plaintiff for the whole amount. To which the court responded, that the omission to place actually on the boat, specially charged with the duty of guarding her, might be considered by the jury on the question of negligence in the case, and if the jury found the defendants guilty of negligence, which contributed to the loss of all or any part of the cotton, etc., to find for the plaintiff for such cotton. This did not cure the error committed in the charge previously given and excepted to. In that, the judge had instructed the jury to find for the plaintiffs, unless the defendant had satisfied them, that the fire was not the result of its negligence. This was not withdrawn by the answer given to the question of the jury. Taken both together, the jury must have understood that they were to find for the plaintiffs, if satisfied that the fire resulted from the defendant's negligence, and that they were also to find for them, unless they found it did not so result. This gave the plaintiffs the verdict, if the jury were unable to find negligence in the defendant, on the ground that they were unable to say that the proof showed that it was not negligent. Thus in effect, finding for the plaintiffs, without determining the question at all, much less without finding that the fire was the result of defendant's negligence. For the error of the charge upon this point, and in the ruling upon the trial, that the burden was upon the defendant, to show that the fire did not result from its negligence, the judgment must be reversed and a new trial ordered.

Judgment reversed.

Debt of Georgia.

The following is an extract from the Message of the Governor, dated 17th inst.:

The following is a consolidated statement of the existing debt of the State, created before the 4th day of July, 1868, showing the amounts and dates of the issue and maturity of the bonds:

When issued.	When Due.	Amount.
1842 and 1852.....	1872	\$650,000
1842 and 1843.....	1873	137,000
1844 and 1848.....	1874	251,500
1858	1878	100,000
1859	1879	200,000
1860	1880	200,000
1861	1881	100,000
1866	1886	3,600,000

Grand total..... \$5,238,500

From the foregoing tabular statement, it will appear that the total amount of our bonded debt, contracted prior to July 4, 1868, is \$5,238,500.

To meet the bonds falling due the present summer, the Governor was authorized to issue bonds to the amount of \$700,000, due in twenty years, and bearing interest at a rate not exceeding seven per cent. per annum, payable semi-annually. As required by the provisions of this act, I have caused bonds to be prepared, and the same are now being used in exchange and redemption of the old bonds falling due the present year. By the third section of the act, a temporary loan was authorized in a sum not exceeding \$300,000, for the purpose of paying the semi-annual interest, due the present summer, upon the bonds of the State issued before the 1st day of June, 1868, which loan, it is provided, shall be paid back out of the moneys received from the taxes paid into the Treasury during the year 1872.

Acting under the authority thus conferred, I

borrowed from the National Bank of Commerce in New York the sum of \$200,000, at seven per cent. per annum, to be repaid on the 1st day of December next. This sum was placed to the credit of the State on the 29th day of June last, and is sufficient to pay the interest falling due upon our old debt in the months of June, July and August.

An arrangement has also been effected with the National Bank of Commerce to act as the agent of the State in exchanging the old for the new bonds falling due this year. This arrangement is as follows: An offer is made to the holders of the old bonds to exchange therefor the new seven per cent. bonds authorized to be issued by said act. In the event this offer shall not be accepted, it is proposed that the semi-annual interest shall continue to be paid upon the old bonds until the State shall be able to redeem the same. This arrangement is the best that could be effected in the present condition of the public credit, and it is believed that it will give satisfaction to our creditors. There exists no law authorizing the payment of interest upon the old bonds after their maturity, but being satisfied that the proposition to that effect, embraced in the arrangement above referred to, if carried out, will be promotive of the public welfare, I respectfully recommend that the same be approved by the Legislature.

Hamilton (Ca.) as a Railway Centre.

We are reminded by reading the annual report of the Hamilton Board of Trade that that city is fast becoming well supplied with railway facilities. Besides the Great Western proper, the Wellington, Grey and Bruce is open to Paisley, "and will be completed to Southampton by the 15th of September next, with every probability of an extension of the same line to Georgian Bay." Twenty miles of the Southern Extension, a branch of the same line, are ready for the rails, and it is hoped that Kincardine will be reached within a twelve-month. The Hamilton and Lake Erie will be graded to Caledonia by the 15th of August; an expensive bridge is to be built over the Grand River at that point, and the line extended to Hagersville and Jarvis, the expectation being that the latter place will be reached in one year. The line will cross the Buffalo and Lake Huron section of the Grand Trunk, and also the Canada Southern, giving connections with these lines. Respecting the proposed Hamilton and Northwestern line to Collingwood, or somewhere else, the gentlemen of the Board of Trade seem quite sanguine, notwithstanding the project seems to be surrounded with a good many difficulties. Altogether it is plain that the most praiseworthy efforts of the business men of Hamilton—powerfully aided as they have been by the Great Western—are meeting with deserved success.—*Montgomery Times*.

The San Francisco *Alta* says that a preliminary survey is now being made for a railroad forty miles long from Merced up the valley of Bear Creek to the middle of the Mariposa estate. This road will save forty miles of staging to Yosemite tourists, and take them beyond the range of the valley dust. A connecting road, twenty miles long and of narrow gauge, is projected to connect the Princeton mine with the Ophir mills on the Merced River. These are only the pioneer lines, and in a dozen years California will be as badly cut up by railroad lines as Massachusetts or Ohio.

The Illinois Western Extension Railroad Company has filed articles of incorporation with the Secretary of the State of Illinois. The line begins at the town of Kankakee, extending Westerly through the counties of Kankakee, Grundy and La Salle to Mendota. Its capital stock is \$500,000, and its main office will be at Kankakee.

The National Railroad.

A new railroad project, in which a number of Lancasterians are interested, is about to be consummated. It is chartered under the name of the National Railroad Company, and is an air-line between Philadelphia and New York. Col. Wm. G. Case, of Columbia, is president, and among the directors are C. S. Kauffman, of Columbia, and Dr. H. Carpenter and Geo. K. Reed, of this city. The road will cross the Delaware river between Trenton and Yardleyville, and strike Attleboro, Bucks county, connecting either with the Germantown or North Pennsylvania road. It is proposed to eventually extend the road through Bucks, Montgomery, Chester, and Lancaster counties, and thence on to Hancock, Maryland, where it will strike the Baltimore and Ohio road. It will be ten miles shorter from Philadelphia to New York than any other road.

The contract for grading this part of the road—that is, from Philadelphia to New York—has already been given out, McCrann & Co. having been awarded the section from Yardleyville to Philadelphia. The company composing the firm, we understand, are Messrs. B. J. McCrann and R. H. Brubaker, of this city, and Robert Crane, of Columbia. Shanties will be put up next week, and within a fortnight a thousand men will be at work. The road, when extended to Maryland, cannot but prove of immense advantage to Lancaster city and county.—*Lancaster (Pa.) Express*.

Peachbottom Railway.

The Peachbottom Railway seems to be steadily progressing. The Directors have contracted for the grading and masonry of that portion of the line west of the Susquehanna River. The western division, extending from North Central to Guinstone bridge, a distance of twenty miles, was let to James Freeland & Co., of Millersburg. John T. Wallace took two sections—a mile each, extending from Guinstone bridge to Wallace's cut. D. W. Grove comes in next to Wallace, taking eleven sections, extending from Wallace's cut to the mouth of Scott's run. The remaining portion, consisting of seven miles, was let to Samuel Smith, of Taneytown, Carroll county, Md. Some of the work is required to be completed in fourteen months, and other portions in eighteen. The canvass of York for subscriptions for a line to that borough continue, with fair prospects of success. Mr. Hood, with his assistant engineer, commenced the location of the eastern division of the Peachbottom Railway on the 16th, beginning at Oxford. The contract for the masonry of the division east of the Susquehanna was awarded to Messrs. Clark & Smith, of Philadelphia. The contractors, it is said, expect to begin in a few weeks.—*Oxford Press*.

The Baltimore *American* says that the contest which has been raging for some months past between these two giant railroad gladiators, the Pennsylvania and the Baltimore and Ohio, for the possession of the Philadelphia, Wilmington and Baltimore Road, seems to have been finally settled in favor of the latter. An agreement has been entered into between the Philadelphia, Wilmington and Baltimore and the Baltimore and Ohio Roads by which the former agrees to permit the latter to use its road for a period of years, and by which its passenger cars from Washington and the West will pass over the road and thus avoid transhipment. Whether or not this agreement excludes the Pennsylvania road from equal privileges is not known, but the presumption is that it does.

Another section of the Wellington, Grey and Bruce Railway to Paisley, 85 miles from Guelph, was formally opened on the 8th inst. The contractor is making creditable progress with this line.

NOTICE.

All the Machinery of the New York Railroad Chair Works at private sale. Two Chair Machines; Three Borden Spike Machines; Bolt Heading Machine; Patent Bolt Cutters; Cold Pressed Nut Machine; Heavy Presses, Shears; One 60-horse Engine; One 20-horse do., Boilers, Latches, &c., &c., at low prices. All in the best order. Apply at factory cor. Morgan and Washington streets, Jersey City, or J. B. DAVENPORT, 85 John street, N. Y. (Box 3,041, P. O.) Lists at both places. This is a rare opportunity to buy good machinery.

CIRCULAR SLIDE VALVE—TO RAILROAD Managers and other Users of Steam Power.—I will guarantee an addition to the working-power of any locomotive or slide-valve engine of one-third to one-half, at very small cost and no increase of running expenses. Tests desired everywhere. Circulars free.

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J. F. TALLANT, Burlington, Iowa.

OFFICE OF ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, July 2, 1872.

A DIVIDEND OF FIVE PER CENT., free of Government tax, has been declared by this Company, payable on the first day of August next, to the holders of full-paid shares registered at the close of the thirteenth day of July instant, after which, and until the fifth day of August next, the transfer books will be closed.

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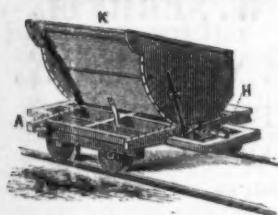
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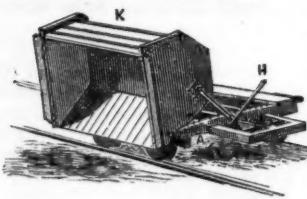


Fig. No. 1, Car Loaded.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to fall over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Steamers leave 15th and 30th each month, except when
those days fall on Sunday, then the day previous.

July 20, steamer HENRY CHAUNCEY, CAPT. A. G.
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noon, for Aspinwall direct, connecting at Panama with
steamer SACRAMENTO, Capt. —, touching at Acapulco, Manzanillo, Mazatlan and Cape St. Lucas, and also
connecting for all Central American and South Pacific
ports. Departure of 15th each month connects with Panama
Railroad Company steamer, touching at San Benito,
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Freight for all way ports received until 4 P. M. of
July 27.

Steamer AMERICA will leave San Francisco, Aug. 1,
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Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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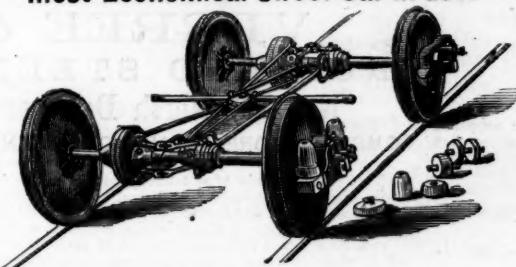
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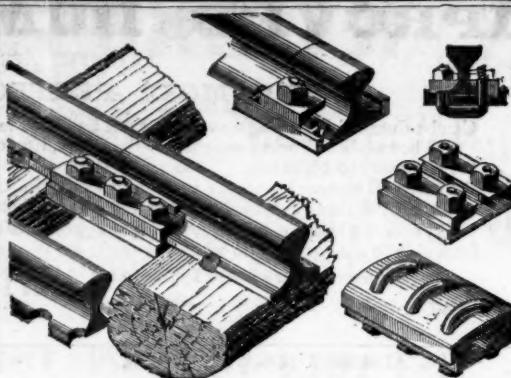
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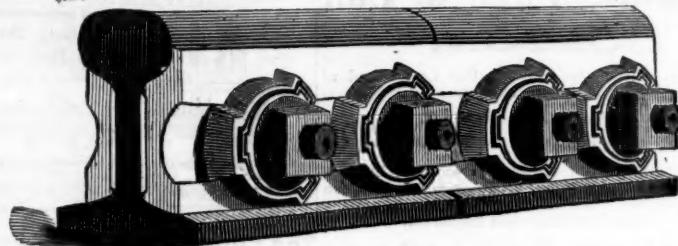
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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